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Published Monthly by United Fruit Company

For Employees in all Branches of its Service

UNITED FRUIT COMPANY
BOSTON MASSACHUSETTS.

VICTOR M. CUTTER
President of the United Fruit Company

The Boy Who Wanted To "Make Things Grow"

Victor M. Cutter, who twenty-five years ago started his United Fruit Company career with that idea in mind, celebrates an important business birthday on June first —a quarter of a century spent in successful growing

TWENTY-FIVE years ago, on June 1, a tall, gangling youth entered the offices of the UNITED FRUIT COMPANY in Boston and said he wanted a job. Yes! He had taken a degree at Dartmouth and was a graduate of the Tuck School of Administration and Finance but he believed that what he wanted to do was to make things grow. He thought that folks who helped to raise food stuffs contributed a great deal to the welfare of the race and that agriculture, intelligently directed and followed through, was just as important as law, medicine, engineering or any of the learned professions.

Now please remember these facts. Here was a young man seeking for his first job. He had educated himself; paid his tuition fees by doing chores in the college commons. He was not sponsored by anyone, hadn't the first semblance of a "pull", but he had a clean-cut definite idea of what he wanted to do and—"please, can I have a job?" Also it was perfectly easy to see that the young man had a forty-four inch chest, red-brown hair and he stood all square on his feet and looked his interrogator in the eye.

He got the job—Timekeeper, $68. a month and found. "Here's your transportation; and when can you sail for Costa Rica?" "Now!" said the young man and, as a matter of fact, three days later he was on his way to Central America. And this might be called the end of Chapter One.

We shall have to speed up the film depicting the events of the next twenty years and four months. The young man was a good timekeeper, an efficient overseer, an effective superintendent, manager, general manager, and vice president in charge of Tropical Divisions. He was a hard worker and he had the gift of making other men work hard and like to do it. Perhaps it is incorrect to say that working hard and keeping one's assistants up to the mark is a gift. It isn't! The art, if it can be called an art, is in playing the game on the level; giving the other fellow a show and training him to take your place when promotion comes. Anyway, the rapidly moving film slows up. It is October 1, 1924 and the directors of the UNITED FRUIT COMPANY are met to elect a president to fill the position so long and so ably held by Andrew W. Preston, deceased. The Chairman says: "Nominations are now in order for the election of a President", and another voice is heard, "I nominate Victor M. Cutter." There is a moment of silence—"Are there any other nominations? None? We will proceed to vote! The secretary will announce the result of the ballot." And the secretary announces: "Mr. Chairman, the vote is unanimous. Mr. Victor M. Cutter is elected President of the UNITED FRUIT COMPANY!"—and that's that. The gangling young man who wanted a job where he could make things grow is President. He is forty-three years old.

The film begins to move again. It is recording the events of the last five years. It will be noted that there is a speeding up along the line; a quickening of effort and a coordination that extends to every nook and corner of the Company's far-flung activities. "Send only trained young men to the tropics. Establish a real bureau of research; let us make sure of our facts. If bananas are a healthful food let us tell the world more about

them. If it is true that we are seeking new markets for our manufactured goods let us seek out and establish new markets. Don't play politics. Let us be so square in our business dealings with everyone that critics will have nothing to shoot at. Any employee can see me at any time. I believe in the honesty and ability of every man in the Fruit Company. I won't decide your problems; make me an honest recommendation and I'll act on it. Don't try to equivocate, I want to know facts every time."

Is it any wonder that the UNITED FRUIT COMPANY has gone full steam ahead for the last five years?

And meanwhile, Victor M. Cutter has won a name and reputation among the men who are making the United States what it is today. He has been called to outstanding directorates. His speeches and writings are quoted as authority whenever and wherever Central and South America are considered. His advice is sought by those seeking foreign markets. He is a councillor of his Alma Mater; and a member of more clubs and learned societies than can be enumerated here.

And—this may be said wholeheartedly—he is unspoiled. His business associates in the Company are his friends. He is still teaching his assistants to fit themselves for promotion. His rise to dignity has not interfered with his sense of humor. He still believes in personal righteousness. Can anything more be said —except to wish him many happy returns of the day?

The Automatic Radio Operator Aboard Ship

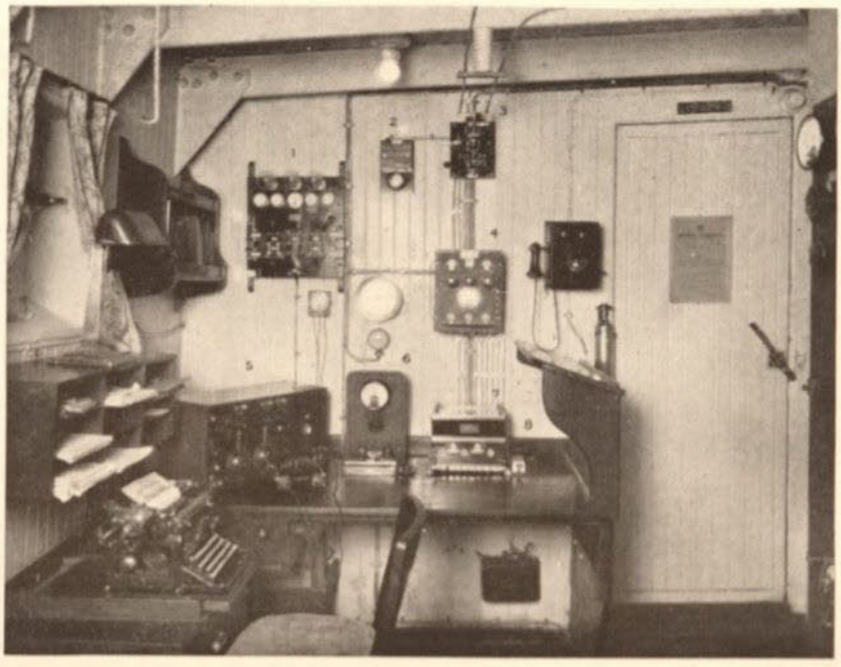
By Fred Mueller
Marine Radio Superintendent

Always among the first to recognize its obligation to protect life and property at sea, the United Fruit Company installs Radio-Auto-Alarms

DEVELOPMENTS in the radio field during the past year have surpassed anything previously achieved in so far as real benefit to the world at large is concerned. Of the recent developments we will endeavor to describe a new radio device for shipboard use known as the Radio-Auto-Alarm. This instrument is a combination electrical and mechanical arrangement, primarily intended to attract the attention of vessels aboard which a continuous radio watch is not maintained during the twenty-four hours of the day, in the event of some other vessel in the vicinity being in distress. At times when the radio operator is off watch the Auto-Alarm is connected with the ship's radio antenna, and adjusted to receive and transmit the alarm signal.

Investigations of fatalities at sea have shown that frequently other ships have been within range which could have rendered assistance and probably saved all or a number of those on board the afflicted vessel, had these other ships been equipped with some means of receiving the distress call. These disclosures have led radio and mechanical engineers to develop the Auto-Alarm, which consists of two main units, the receiver and the selector.

The most elaborate and searching tests have shown that no selector device could be produced which would respond, with a degree of reliableness, to the well-established SOS Distress Call without also responding numerous times daily to fortuitous combinations of "longs" and "shorts" (signals) which may happen to resemble the Distress Call. It was necessary, therefore, to determine the best form of a prearranged signal for this purpose, and adjust the selector to accept this signal even through considerable interference and allow for a reasonable amount of inaccuracy in the transmission of same.



Radio Office on S. S. "San Pablo"

1 *Control panel for alarm batteries*
2 *Bell signal alarm*
3 *Antenna control switch*
4 *Auto Alarm Receiver*
5 *Ship's radio receiver*
6 *Transmitter control panel*
7 *Auto alarm selector*
8 *Auto alarm test key*

Both practice and theory have shown that a signal composed of prolonged dashes, with brief periods of silence between, gives the best prospects of satisfying the above requirements, and experiments proved that a signal composed of twelve dashes of four seconds' duration, separated by a space of one second's duration, produced satisfactory selector operation. This signal was accordingly adopted and named the Alarm Signal. Ships in distress will send this signal as a preliminary to the existing SOS Distress Call Signal.

The selector consists of a three tube amplifier and tuning circuits arranged so as to eliminate in so far as possible signals of wavelengths other than 600 meters (The International Distress Wave Length) and at the same time to be fully sensitive to any wave within 2½ per cent. of 600 meters, the limits of error which are now allowed in the tuning of ships' transmitting instruments.

Signals from the receiver are passed on to the selector, whose duty it is to pick out the alarm signal from all other signals, or mixture of signals, which may be received. Experience has shown that if the device is set to operate at the termination of the third dash a sufficient degree of security against false calls is obtained without jeopardizing the chance of successful operation through heavy interference or atmospherics.

On receipt of the Alarm-Signal the selector will then set alarm bells ringing in all ships in the vicinity which carry the Auto-Alarm apparatus. Following the ringing of the bells the ship's operator will take his post and attend to the alarm, reporting to the Captain.

The movements of the selector are very ingenious and provide for the following:

It will accept a dash as being intended to have a duration of four seconds if it does in fact continue for more than three seconds and less than five seconds.

It will accept a space as being intended to

have a duration of one second if it does in fact continue for more than one-fifth of a second and less than two seconds.

It will operate at the end of the third consecutive dash that it accepts, provided it has also accepted the intervening spaces.

It judges each dash and each space on its own merits. So long as the limits mentioned above are not exceeded it does not matter if all the timing is long, or if it is short, or if long and short timing is mixed.

The timing of the various movements is controlled by the delayed movement of air dash-pots working against springs. The timing can be corrected if necessary without opening the case of the selector, the correction being made by altering the tension of the springs.

It is arranged so that it cannot mistake a burst of very fast Morse for a continuous dash. Any space that is audible is sufficient to stop the movement caused by the receipt of a continuous dash, and this movement cannot recommence until the mechanism has returned to its starting point.

The peculiar arrangement of the selector which we have described, combined with the nature of the alarm signal, enables the apparatus to pick out the alarm signal even when two ships are sending Morse messages at the same time and on the same wavelength, however close they may be. Such a degree of interference does not hamper the working of the instrument, and trial has shown that if the alarm signal is continued for one minute the selector apparatus will function even with three ships working ordinary Morse on the same wavelength in the vicinity.

The large tolerances mentioned above make it quite an easy matter to send the alarm signal by hand with sufficient accuracy.

The UNITED FRUIT COMPANY, deeply sensible of its obligation to protect life and property at sea, recently arranged for the installation of several Radio Auto-Alarm outfits, the first of which was completed aboard the S. S. *San Pablo* prior to its sailing from New York January 26. This equipment, and the ship's radio receiver and control, are shown in the accompanying photo. Before the ship left port a demonstration was given which was witnessed by Mr. O'Hearn, Captain Baldwin, Captain Livingston, and a number of other officials of the Company.

Messenger Service

By Burnham D. Rand

Superintendent of Messengers, Western Division, Fruit Dispatch Company

Ceaseless vigilance on the part of the banana messenger is necessary if fruit is to be delivered in a satisfactory condition.

IT was recognized early in the career of the Fruit Dispatch Company that bananas could not be shipped for any great distance without an attendant; hence the inauguration of a messenger service.

In the beginning all messengers started from seaboard, branching off at the various junction points, each accompanying his part of a shipment to its final destination, and the head messenger of each shipment continuing on to the most distant point. But as shipments became more numerous, men were stationed at the principal junctions with a resident messenger in charge, to instruct new men and allot trips. The messenger from seaboard continued on to the last relay point, where he was relieved. The most important of these points was Mounds, Illinois. Here there was a heating plant, where seventy-five cars could be heated at one time, and an ice house. The temperature of the cars was taken and careful inspection of the fruit in each car was made, to determine whether the fruit was to be iced or heated, depending upon the destination and the season of the year.

Mounds furnished a wonderful opportunity for training men and it became known as the "messengers' kindergarten." There is scarcely a messenger in the Southern or the Western Division who has not at some time or other put in time at Mounds, and all have a fond remembrance of this little town of a few hundred inhabitants, made up principally of railroad men and about twenty banana messengers, and having all the earmarks of a western border town. The messengers assisted

Mr. Burnham D. Rand is Superintendent of Messengers for the Fruit Dispatch Company, Western Division, with headquarters at San Francisco. He first entered the service of the Company in New Orleans in 1913 *as a Traveling Messenger. In* 1921 *he was appointed Resident Messenger at Centralia, Ill., and in* 1925 *was transferred to Los Angeles in the same capacity. With the opening of the Western Division in November,* 1927, *Mr. Rand was appointed to his present position*

in the inspection, icing and heating, made short trips, and later were transferred to other points to familiarize themselves with climatic conditions in all parts of the country. Most of these messengers were young men who had never been more than a few hundred miles from home, and the opportunity to travel which this service afforded soon gave rise to the slogan, "If you want to see the country, be a banana messenger."

Apropos of this, there is an anecdote concerning one of the pioneer messengers who had scarcely ever been outside of New Orleans and who was billed to Spokane, Washington, on his first trip. Icing stations and car heaters were unheard of, and with no training the messenger was handed a couple of thermometers and told to keep the fruit at about 58 degrees by adjusting the car vents. A variation of a few degrees would chill the fruit or hasten its ripening. Upon reaching, Memphis, Tennessee, the messenger inquired if the next stop would be Spokane, and from then on there was no rest for the train crew until about ten days later when he reached his destination. His anxiety, however, ceased when the consignee informed him that it was a perfect delivery and that he would make a request for this messenger to accompany the next shipment.

It was no uncommon thing to leave New Orleans with balmy weather and end up at some northern point in a blizzard with a temperature of 10 below zero. The trip to the Pacific coast alone furnished a very good example of this, and only the older and more experienced messengers were used, as the temperatures of all four seasons of the year were often encountered on one trip, and in midsummer, crossing the desert, 120 degrees in the shade was not unusual.

With the opening of the Western Division the long desert trips were practically eliminated, the fruit now coming by boat to the West coast. Here we began with a number of experienced messengers, among them A. Bendix, G. D. Egan, J. L. Metheny and A. J. Schroeder, who had operated out of Los Angeles for some time and were familiar with conditions on the Pacific coast; Gus Knudson, now Wharf Superintendent at Los Angeles, and Joe Jacobs. Jake, I believe, is known to every jobber and banana man from New Orleans to Vancouver, B. C., having operated out of New Orleans over a period of years. With this array of experienced men on hand, it was not such a difficult matter to break in new messengers. At the present time we have relay messengers stationed at Portland, Ogden, and Los Angeles, in addition to the men who run out of San Francisco with each shipment.

In conclusion, I may say that to successfully "messenger" bananas it is necessary to be alert and fearless, for most of the ventilating is done late at night and early in the morning, and often while the train is in motion; in other words, to be successful, the messenger, when on the road, should do most of his sleeping during the day. Much depends upon the condition of the fruit when he delivers it, and in order to insure a satisfactory delivery, ceaseless vigilance on his part is required. One might say that the messenger is the buffer of the Sales Department, for a good delivery makes easy sailing for the Resident Manager.

ON February 27, Mr. George P. Chittenden, Vice President of the UNITED FRUIT COMPANY, In Charge of Production, sent out from Boston a specially designed tag to one of his Tropical Division Managers with the direction that it be appended to a representative stem of bananas on April 15th or the nearest fruit cutting date thereafter. This tag, which was fully described in April UNIFRUITCO, requested all banana men who saw the tagged stem of fruit to report on it. With what zeal and degree of interest they complied with the request you may judge from the autobiography of the Traveling Bunch given from the time of its discovery and transportation from the tropics to its final home.

What a wonderful organization we have! Consider the team work and effort that lie behind the successful delivery and proper ripening of this Traveling Bunch and of every single stem of bananas the Company produces. Think of the coordination of activity that makes it possible to cut a stem of fruit in the heart of Honduras and in twelve days to transport it carefully and safely to the tropical port, load it in a fruit steamer and carry it to Baltimore, unload and place it in a railroad car, sell and deliver it to a banana jobber in Washington, ripen and place it in the grocer's window!

Somewhere in this system the function of the Company ceases and that of the jobber commences. But it is difficult to determine just where the line may be drawn, for the enthusiasm and pride of accomplishment is not restricted to our own organization by any means. It extends to the jobber's ripening room and beyond. Our agricultural men take no more pride in and pains with their work in raising the fruit than do the banana jobbers in ripening it properly and displaying it attractively. That is the job of the whole system.

If you believe that the thoughts and activities of those who happen to handle the Traveling Banana from the Tropics to the Fruit Bowl indicate the spirit of our Company, you will read their comments and the expression of their opinions with deep interest. And in tracing the movements and adventures of this stem of bananas you will live through a typical cycle of our organization. Multiply that experience by the total number of bunches handled during any one year and you will have a vivid annual report that will live in your memory as statistics never would.

ME! TRAVELING BANANA!

Story of the last two weeks in the life of a 97 pound Tela "Nine" as told by the Traveling Bunch itself and the Banana Men who participated in it

Assembled by Edmund S. Whitman
Editor, FRUIT DISPATCH

Part I: The Tropics

Chapter I

Plantation Days

THE first person I recall seeing in my infancy was TRINO GONZALES, Foreman of that part of Farm 12, Progreso, Honduras, where I was brought up. It was about the first of the year. I had basked in the comforting rays of the sun for a scant week before he discovered me in his rounds through the Farm. Here is a translation of Trino's Spanish letter about me:

The way I looked the day I left home

IN the beginning of January, 1929, I was passing through Farm 12, where I work as Foreman, when in Section 32 of that Farm I saw a stem of bananas that was just beginning to develop. As I am always interested in everything that pertains to my work, I followed the development of this bunch, step by step, until it was right up to grade and ready to cut. On the morning of April 15, in company with the Division Manager and the Superintendent of Progreso District, I went to cut this bunch. It will be thus seen that the stem had taken between 90 and 100 days to come to maturity.

I must also mention that Secundino Cruz, Fruit Cutter, and Jesús Palma, Mule-man, both good workers, helped in the cutting and hauling of this stem.

The stems produced in my section of the Farm are all well developed owing to the special care taken of the Farm and the excellence of the soil.

I have worked for the Tela Railroad Company since 1919 as Foreman and by working hard to make myself competent in my job have acquired considerable knowledge, which enables me to fulfill my duties in an efficient manner. I have never lost an opportunity to gain more knowledge and so have been able to help a great deal toward keeping my sections in first class condition.

Last year Farm 12 produced more fruit than any of the other Farms, which was due to the energy and application to work of all the employees, the results of which have shown that, with work and will, a successful conclusion to any undertaking is always possible.

Now, as regards the historic date of April 15, when I was fated to sever relations with my family and friends and take a long one-way trip, the first man who appeared on the scene was H. H. HUTCHINGS, Superintendent of the Progreso District. It was very early. Dew still lay along my hands and on my glossy leaves. The Superintendent sat down nearby and, it seemed to me, regarded me appraisingly. The next thing I knew . . . but let him tell it in his own words:

I received instructions from Mr. Thomas, last night, to meet him at Farm 12 at 6 A. M., and to have in readiness a Cutter, his Backer and Mulero—all this to be done without the knowledge of the Overseer, Mr. J. E. Thompson. Of course this ruled out the 'phone, so I was up betimes and arrived at Farm 12 at 5:30 A. M. I saw Trino Gonzales, the Foreman, and my arrangements were immediately made. The Despatcher informed me that Mr. Thomas had not yet padded through Progreso, so I moved off to the rendezvous, Section 32 of Farm 12, the best section of bananas in the world; but I don't intend to start any argument about it!!!

I walked slowly, for though early it was warm and, presently, hearing the sound of running water, almost unconsciously I changed my course in that direction. Arriving at the irrigation ditch, for such it was, I stood for a moment, then sauntered over to where a fallen banana tree suggested a comfortable seat. There were no ants visible (I have learned from experience that they have evil tempers especially if they have been flooded out by irrigation) so I sat down and gratefully leaned back. The typical *verano* sun, a red ball shrouded in the haze from countless burning *descombros*, had just cleared the hilltops. A few parrots, flying to spend the day on the lower slopes of the hills, passed overhead in pairs, their frequent cries a not discordant note in the morning's quiet.

Soon a gentle breeze moved down from the hills, fanning the twelve-foot leaves of countless banana trees. Relaxed and happy I perfectly agreed with the tropical man who wrote:

And then—it's less than the babiest breeze,
It's less than enough to stir the trees.
But the same soft hand goes through the air,
And the Dawn comes running to meet you there
Like a nice girl stepping to meet her boy;
And take it from me, Sirs, that's just joy.

That man knew his tropics, I thought.

Being a farm man, my eyes, after years of training, were unconsciously directed upwards and I idly noted a beautiful stem of bananas hanging twenty feet in the air, its clean pale straw color set off by the darker leaves. Twelve hands, I thought, and right up to grade.

The breeze freshened, millions of gigantic leaves waved and rustled; the light grew stronger. I watched a jeweled humming-bird, its wings a blur, insert its tiny bill between the purple flower sheaths, a shaft of sunlight touching into flame its throat . . .

"Just what we want, big fruit, nice long fingers, don't you know," said a voice, as a long leaf, stirred by the breeze, slapped me on the nose. I sat up hurriedly as I realized that Superintendents are not expected to be found sleeping, I mean resting, even if waiting for the Manager.

Mr. Thomas, Mr. McClellan, and Dr. Popenoe came toward me, followed by Trino Gonzales, the Foreman, and a Backer and a Mulero.

The three "Jefes" were looking at a stem—the very one I had idly admired—examining it from every angle. It passed inspection, showed "class" and was in every way worthy of the great honor conferred on it by the red and white tag which was duly tied on it by Mr. Thomas.

Such "marked" attention is seldom accorded "individuals," so with appropriate care we supervised the loading of the pack mule that hauled this "special" to the track and, in the corner of a well-padded car, with the red tag proudly displayed, we left it to start the long journey. Only one of many "counts" but to me, at least, something more.

I was glad to meet RUFUS K. THOMAS personally after all I had heard of him. Naturally, I felt a certain obligation to him for having come over 110 kilometers before dawn just to pick me out. I couldn't shake hands with him from my elevation so I swung down to extend greetings. And that's where I made my mistake, for I got it in the neck. Since Mr. Thomas took the responsibility of severing me from my loved ones I am going to ask him to justify his action if he can:

George Bryant adjusts his new harvester on me

On April 15, I was up at three and on the Line by four in search of the Traveling Bunch. I found it in Farm 12 in old Progreso District at about seven o'clock and had it cut at once.

Those who will eat this beautiful fruit would be amazed were they to learn of how many important farm jobs there are which carry responsibilities for producing and turning over this bunch to our railway. Hutchings, the Superintendent; Thompson, the Farm Overseer; Cappel, the Irrigation Overseer; Bold, the Watermaster; Groves, the Timekeeper; Trino Gonzales, the Foreman; Secundino Cruz, the Cutter; Cecilio Carranza, the Backer; Jesús Palma, the Mule Man; Sisto Rodas, the Car Man; and, last but not least in vital service, La Grandota, the Texas Mule, all had a hand or a back in it, and most of them were present to give their long-nursed child a proper send-off. In addition, there was present Bryant, our Inventor, to manipulate his own highly superior harvesting device to assure a safe landing of the fruit on the padded shoulder of the aforesaid and waiting Backer, Cecilio Carranza.

After some discussion it was decided by Mr. McClellan that our child had twelve fully developed hands and was a beauty—but I shall leave the balance of its description to others.

In compiling this story I felt the need for having a study made of the environmental conditions in which I developed. In order to devote all my time to the job of perfecting myself physically, I retained the capable services of DR. L. C. WHEETING, who made an exhaustive analysis as follows:

I am sure that everyone knows that the proper development of a banana is largely controlled by the environment in which it is grown. Inherited qualities really play a large part in this development, unless they unhappily concern an inherited disease. The Traveling Banana sprang from a sturdy stock and was nurtured by a perfect soil. It is certain that the light of publicity would never have shone on it had its early life not been properly used in preparation for the honor.

Let us get beneath the surface of the surroundings which produced such a sturdy bunch. The mother plant fed from a chocolate brown colored soil, which had perfectly balanced physical characteristics, for the surface soil was made up of 35 per cent. sand, 32 per cent. silt, and 33 per cent. clay. The subsoil was richer in silt and poorer in sand with an exact composition of 30 per cent. sand, 38 per cent. silt, and 32 per cent. clay. Equal distribution of the various sized soil particles made the mother's search for food and water never futile, nor difficult. No sour conditions arose at any time and the base of supplies never developed acidosis.

But the hand of man likewise contributed to the size and beauty of this stem. Mother Nature has a habit of making it unpleasant for bananas at regular intervals by withholding rains when required, or infesting places with such crooks as grass and weeds. She made no such headway at the birthplace of this stem, however, for a liberal application of machete and irrigation pumping plant in the vicinity easily took care of the undesirables.

Thus, picture to yourself the beauty, strength, and character of the early surroundings of this marvelous stem. Beside the placid Ulua, this noble work of nature grew up, nourished by a sturdy mother tree, stretched forth its hands to better grasp its opportunity, and was selected through sheer excellence to represent to the world what can be done in Tela in the way of perfect fruit. Let no one say that the age of opportunity is over. This is a symbol of the opportunities of the American Tropics.

A close-up of the harvester in position. I am all ready for my tag now

Cecilio Carranza is my friend. He carries me on a pad as tenderly as a baby

In addition to Dr. Wheeting's technical report I commissioned C. H. McCLELLAN to handle the dramatic background to my life. I gave him the job, not because he was Assistant to the Manager of the Tela Railroad Company, but because he was a pioneer in the development of the Progreso District and one whose services as Superintendent for many years entitled him to feel about as close to his subject as any one I know.

While I am being loaded on the mule (and an ugly-looking brute he is too . . . I hope he doesn't lean around and take a bite out of me) and carried to the railroad, just listen to Mr. McClellan's story of the founding of my birthplace and of the operation that severed me from it.

> The night of April 14 at Tela was an extremely hot and sultry one. Although I had just won a golf match that afternoon from Mr. Verson Gooch by two up, and had pocketed some of his lucky cash, my sleep was somewhat broken, the final break coming at 3 A. M., when Mr. Thomas appeared on the scene, with the suggestion that we set out at once for Progreso District to select and tag the Traveling Bunch of bananas. I opined in the historic words of our old friend Pedote Grant that "the bananas in this section were not wild and it was not necessary to get up before daybreak to catch them." Be that as it may, in a very few minutes we were started on our journey.
>
> I can clearly recall a similar journey to Progreso made early one morning in March, 1919. I had just returned to Tela after an absence of about two years. Mr. Goodell, who was then Manager, said to me: "McClellan, you are to go to Progreso and plant a thousand acres of bananas as quickly as possible."
>
> I had never been to Progreso. The railroad has been completed a year or two before. At about four in the morning I set out for my new home and the scene of future operations. In short, the thousand acres of bananas were planted within two months. Immediately came word to plant more. The good work continued through to 1924 when we could write in our acreage report under the cultivation column—bananas—12,900 acres.
>
> The subsequent years have been ones of great progress, typical of Progreso, the name of the Town and District from which the Traveling Bunch was cut. And there are many men who helped in that progress in those early days of the District who will be interested to read the story of this Traveling Banana. To name a few of the early arrivals at Progreso—Pancho Belmar, George Slater, Marm Waterhouse, Bill Vernon, Kenneth Block

Here I am with Trino Gonzales, the Foreman, Cecilio Carranza, the Backer, and Secundino Cruz, the Cutter. They all played important parts in my harvesting

and Jack Roth. These were followed by Bill Mais, Pedote Grant, Harold White, Charlie Watson, F. J. G. Robinson, and a long-legged green Timekeeper, whose feet always trailed along the ground when he rode his mule, to wit, Ed Whitman, who by various stages has become Editor of the *Fruit Dispatch Magazine*, and who was the originator of the Traveling Banana idea.

"Bum" Aycock, an Old Timer dating back to 1912, appeared on the scene before the first chapter was closed and took a turn at making Progreso District progress. Following this, the new generation, accompanied by further progress such as irrigation and tractor cultivation, came along and, to make a long story short, Progreso District in 1928 produced 257 counts per acre, and Farm 12, from which the Traveling Banana was harvested, produced 350 counts per acre.

Well, to harp back to the morning of April 15—the "82" made good time on the trip to Progreso and the play begins:

DRAMATIS PERSONAE

The Mule .....La Grandota
Mulero .....Jesús Palma
Backer .....Cecilio Carranza
Cutter .....Secundino Cruz
Foreman .....Trino Gonzalez

Other Characters: Manager R. K. Thomas; Assistant Manager C. H. McClellan; Director Agricultural Experiments Dr. Wilson Popenoe; Superintendent Progreso District Harry H. Hutchings; Camera-man Marston Bates; Inventor George Bryant.

SCENE

Republic of Honduras; Banana farm at Farm 12, Progreso District, Section 32. Situated between Progreso Main Line and the Ulua River near the Pumping Plant—some 70 miles from Tela on the Caribbean Sea.

TIME

Anno Domini 1929, April 15, 6.30 in the morning.

LIGHTING EFFECTS

Atmosphere dry—hazy; temperature 74; relative humidity 56.

La Grandota, the sturdy little mule who carried me to the loading platform. Notice how carefully Jesús Palma, the Muleman, has packed me and the other bunches

STAGE

Typical banana land consisting of sandy loam soil caused by the overflow of the Ulua River. Irrigated once in every cycle of twenty days. One selected mat of bananas, in centre of stage, other mats surrounding.

PROPERTY EFFECTS

Bryant Banana-Cutting Device used to prevent breakage or splitting of stem.
One twenty-foot pole with cutting device attached to end.
T. R. R. Packsaddle on which stem is to be hauled.
Rubberized Canvas Sling and Trash Pad in which stem is to be placed on Packsaddle.
Shoulder Pads on men who handle stem.

ACT I

Enter Inventor Bryant with his banana-cutting device; demonstrates its use and value whereby future losses from breakage and split stalks are to be eliminated. Camera-man Bates takes picture showing position of device before tree is cut. Enter from right Cutter Secundino Cruz assisted by Cecilio Carranza on left. Manager Thomas points with right hand at Traveling Stem. Cruz adjusts knife in tree under direction of Inventor Bryant. Tree is stabbed. Falls. Banana is lowered to shoulder of Carranza while Manager Thomas tags it with special tag. Bates takes second picture. Inventor Bryant smiles at success of his device. Other characters loudly applaud.

ACT II

Backer Cecilio Carranza follows Tela custom and stands banana up beside tree to await Mulero Jesús Palma. Camera-man Bates again takes picture. Superintendent Hutchings removes small piece trash between eleventh and twelfth hands.

ACT III

Enter Mulero Palma, who places stem on mule La Grandota with three other sister stems. Camera-man Bates again operates.

ACT IV

Procession to fruit car with Mulero Palma in lead followed by mule, and other characters. Dr. Popenoe comments in hushed voice to Superintendent Hutchings. Manager

Thomas likewise to Assistant Manager McClellan. Mule turns round with look of reproach. All are silent.

ACT V

Traveling Banana placed in fruit car which procession has reached. Further inspection of stem by Manager Thomas.

Assistant Manager McClellan: "It's a twelve-hand stem all right."

Superintendent Hutchings: "Sure is! And full three-quarter grade."

Manager Thomas: "Yes! Best quality Gros Michel. Fine specimen UNIFRUIT bananas."

Director Popenoe: "It looks fully strong enough to travel. Bet it weighs not an ounce under 100 lbs."

CURTAIN

THIS autobiography of mine is rather a long one and as I do not desire to tire my readers but wish to retain their interest through all my travels I'll leave you now until next month when with the reports of Overseer James E. Thompson, Timekeeper L. C. Groves, Stevedore S. M. Shearer, Chief Stevedore Jesse Baker, Mr. Thomas again, a fellow traveler, Verson W. Gooch, Dr. Wilson Popenoe, and R. M. Beasley, F. J. G. Robinson and Miss Sue Weaver from the Manager's Office, you will go with me from the railroad siding and accompany me in the fruit car through miles of banana plantations until I get my first sight of the sea and of the beautiful white ship that is to take me still further from my tropic home.

The Duties of a Custom House Clerk in Boston

By R. H. Harris

His Work Brings Him Into Contact With Three Government Departments—Treasury, Labor and Commerce

ONE of the important phases of Steamship Operations in any American port is that which deals with government procedure, i.e., the entrance and clearance of ships, and the entry of their cargoes at the Custom House; the inspection of vessels, passengers and crews at Quarantine (Public Health Service); the inspection of passengers and crews by the Immigration authorities; and the signing on and off of crews before the United States Shipping Commissioner.

The above procedure necessitates contact with three different departments of the government; Customs and Quarantine matters are within the scope of the Treasury Department; Immigration matters are under the United States Department of Labor; while the Shipping Commissioner's work is a United States Department of Commerce feature. With these details outlined I will attempt a survey of just what takes place when one of the fruit steamers is handled at Boston.

When the sailing cable has been received from the tropics and the expected arrival date is known, a preliminary entry is filed at the Custom House. This entry in connection with the Vessel Bond (on file at all ports) enables us to commence discharging the fruit immediately upon arrival of the vessel at the wharf. Upon receipt of the Master's arrival message the Customs Boarding Office at the Barge Office is notified. The ship arrives at Quarantine and is boarded by the Quarantine Doctor and the Boarding Officer. The passengers and crew are mustered and examined by the Doctor, and the sanitary condition of

the vessel is ascertained from its general appearance and the date of the last fumigation as shown on the Fumigation Certificate. The Doctor then issues a Quarantine Release, stating therein just what conditions must be complied with. This Release is referred to in customs and shipping circles as the "Pratique."

The Quarantine Release is important, as without it the Master cannot enter his vessel at the Custom House and the Collector may order the vessel returned to Quarantine.

While the Quarantine officials are performing their duties, the Boarding Officer examines the ship's papers and takes the Master's oath as to the ports of call and dates of sailing therefrom. In Boston about a half hour to one hour is required at Quarantine, according to the number of vessels on hand. The ship then proceeds to Long Wharf, where it is boarded by the Immigration Inspector, who examines the passengers and crew.

Any passenger or member of the crew detained for non-compliance with the regulations is sent to the Immigration Station at East Boston. In the event of stowaways being aboard, they are sent to the station carefully guarded. They are given a hearing and if excluded are deported on the same ship on which they arrived.

The Company's Agent who handles this Customs work now boards the ship and obtains from the Purser the necessary papers for entering, which include Register, Articles, Manifests, Crew and Passenger List, Bills of Health, etc., and then prepares in the office whatever other forms are required. The Master is now ready to proceed to the Custom House and enter his ship.

OUR next move takes us to the Marine Division at the Custom House, where all papers are presented and are carefully examined by an Acting Deputy Collector, who, if everything is in order, takes the Master's oath on the various forms. The Register of American vessels and the Tonnage Receipts are deposited at the Custom House. In the case of a foreign vessel the Register is deposited with the Consul of the country under whose flag it is registered. The Consul issues a certificate of Deposit of Register, and this Certificate must be filed at the Custom House within 48 hours after entry.

The fee ticket, which is presented at time of entry, includes entry fee, surveyor's services, tonnage tax, when due, etc. It is a strict rule in Boston that all fees must be paid before the Master leaves the Custom House.

The tonnage Tax is a fee of 2 cents per ton on the net registered tonnage of the vessel not to exceed in the aggregate 10c per net ton in any one year. This makes five payments in each tonnage year. The tonnage year is computed from the date of the first payment, and expires on the day previous to the corresponding date of the following year. This tax is assessed on all vessels, American or foreign, plying between ports in the United States and the West Indies, the Bahamas, and Central American and South American ports bordering on the Caribbean Sea. Upon each payment of tonnage tax a certificate is issued, giving the amount and number of payment, and date and port of previous payments. This certificate becomes an important part of the ship's papers, and must be presented at each port of arrival in the United States. Without these certificates tonnage dues are assessed. and a new tonnage year automatically begins.

This feature of entering at the Custom House is a pleasant one for most of our Captains, who, having been on the Boston run for years, are well known to all in the Marine Division on the ninth floor. Here, too, they meet captains from ships in other trades running to Boston, and many an interesting yarn goes the rounds.

The ship having been entered, our attention next turns to the paying and signing off of the officers and crew. In Boston this feature is handled by our Shore Purser, who, in the case of American ships, arranges with the United States Shipping Commissioner to perform his duties on board the vessel at Long Wharf. On foreign vessels the Consul or his representative performs this work.

With these formalities out of the way, our next thought is the cargo, which in most cases consists of bananas, coconuts, and miscellaneous fruits. The original bill of lading and the American Consular Invoice are the necessary documents to make a Consumption

Entry. These papers are in most cases forwarded to the steamer carrying the cargo. When they do not accompany the cargo, we make entry on a Pro-Forma Invoice and copy of the Bill of Lading, giving a Bond in lieu of the missing documents. The entry is then prepared on the prescribed government forms, values extended and converted into United States currency, and duties, if any, extended at the tariff rates. The entry is then sworn to and filed at the Entry Division of the Custom House, where it is carefully checked by the entry clerks and then sent to the Cashier if dutiable, otherwise to the Comptroller for numbering and distribution. The permit is then forwarded to the Customs Inspector at Long Wharf by government messenger, who in turn arranges for the examination by the weighers, gaugers, examiners or appraisers, as the case may be. An amusing incident in connection with an entry of a cargo of Jamaica bananas occurred some time ago. The entry showed 30,000 bunches of bananas, whereas the invoice and bill of lading called for 30,000 *stems* of bananas, as do all Jamaica papers. The clerk who handled the entry in question had never previously checked a banana entry, and he promptly rejected it, making the notation "Entry does not agree with invoice and bill of lading. Which is correct?" Even to this day the clerk who held the entry up is asked in fun from time to time, "When is a bunch of bananas not a bunch—when it is a stem?"

Many other forms of Customs entries are made on the inward cargoes. These include the Immediate Transportation or I. T. Entry, which covers the movement "In Bond" to another customs port in the United States for export; the Warehouse for Exportation or W & E Entry, used to cover movement of cargo from one foreign country to another foreign country via a United States port when forwarded from the United States port of original entry; and the Appraisement Entry to cover transfer of merchandise from the Wharf to the Appraiser's Stores for examination and appraisement prior to making formal entry.

The different entries, together with the "Free Permit," which is issued by the Deputy Collector for mentioned articles of no commercial value, are about the only ones we are called upon to use in Boston, although there are several other forms.

WE have now entered the vessel, paid and signed off its crew, and entered all the merchandise of the cargo. Our next move after the ship's customary stay in port is to prepare for its clearance for the next voyage.

A day or two prior to sailing, we arrange to sign on the officers and crew. In the case of American ships this is performed before the Shipping Commissioner, and on foreign vessels before the Consul or his representative. With this feature over, we next prepare all the necessary documents for clearance, which vary according to the itinerary of the voyage.

The Captain now breathes a sigh of relief as he finishes signing the many papers in connection with the clearance, and once again we go to the Marine Division of the Custom House, where the Master takes the usual oath and a Certificate of Clearance is issued. Then follow visits to the offices of the various consuls—Cuban, Honduranian, Panamanian, etc., according to the ports of call on the voyage—for the certification of bills of health, crew lists, passenger lists, manifests, and any other documents required.

After these rounds are completed, we are fully armed with a vast array of documents of all sizes and shapes, which are deposited with the Purser on board. In so far as the clearance is concerned, the ship is now ready for sea.

A Jewish gentleman boarded a street car with his small son and handed the conductor a single fare.

"Why, how old is that boy?" asked the conductor.

"Four."

"Well, he certainly looks more than four years old."

"Vell! Am I responsible if he worries?"

Rutgers Chanticleer

A young man bought a car, and in due course learned to drive it—in a way.

When he took his wife for her first drive all went well until they suddenly came to a sharp corner. The young man attempted to pull the car round.

"Billy" screamed his wife, grasping his arm. "You're going to hit that post!"

"I am," said Billy.

And he did.

TREMONT STREET
And The
TROPICS

Looking from the arcade toward the front grille door, note in the picture on the left the black iron lanterns swung from the ceiling and the tiny escutcheons set high up on the wall, each of which depicts in correct heraldry the arms of one of the Central American States. The second picture shows the spiralled columns with their ornamental capitals, modeled after those in the hall of the Abencerrages in the Alhambra. In the middle distance is the mural painting of Morro Castle. The desks are of walnut and the chairs are covered with red Spanish leather

ALTHOUGH Boston is the headquarters of the UNITED FRUIT COMPANY it has never had, up to the present time, a showplace. The offices of the Company at One Federal Street are business offices—substantial, adequate, but business offices in every sense of the word. There has been nothing which has symbolized the charm, beauty and gorgeousness of the tropics; and it helps in selling passenger transportation to visualize to the prospective traveler some of the lure of the lands which rim the Caribbean and some of the ports which are visited weekly by Great White Fleet ships.

In order to overcome this situation it was decided several months ago to establish a real passenger office in Boston. Preliminary sketches were submitted, and approved and the quest for a site began. After carefully considering the entire situation it was decided to accept a location in the Little Building at Tremont and Boyleston Streets and on May 15 was thrown open to the public the most beautiful office in New England. There was quite a celebration in honor of the event. On Tuesday, May 14, there was a pre-view for members of the Board of Directors, who held a meeting there, and on Wednesday there

The walled in staircase leading to an ornamental balcony. The walls are deep ivory and the tiled insets are of deep blue and yellow, forming an attractive background for the carved Spanish chest. Doors are of Circassion walnut

This is the side wall of the entresol. The map is carved into the plaster and bordered with bright colored tiles. The seat is of wrought iron with red velvet cushions. Note the foliated design which borders the window and the tiny grille protecting the interior window

were flowers everywhere, and skilfully graduated lighting in order to bring out all the charm of the Spanish interior, and the dignitaries of state and municipality thronged in to congratulate the Great White Fleet on its new Boston home.

The exterior, opening on Tremont Street is all black marble and dull bronze with bronze medallions over the window containing the insignia of the Great White Fleet and a series of simple archways overhead backed by dull yellow glass. As one enters there is a small *entresol,* which in turn opens into a Spanish Patio with paneled ceilings glowing with carefully restrained colors looking as if the hand of a master had completed the decorations four hundred years ago. To the left is a finely done wrought iron balcony, and across the railing stretches, in tropical splendor of sunlit sea, the harbor of Havana with the red roofs of the city in the middle distance, while the foreground is filled with the bulk of Morro Castle, its ancient bronze guns pointing seaward from the parapet.

You have left behind the bustle of Boston's busy commercial thoroughfare and are lost in the atmosphere of Old Spain. The floor beneath your feet is of red, blue and black tile, set in an irregular pattern, after the style of La Casa Roja, in Seville. You are surrounded by coffered archways, glowing with subdued, yet rich coloring. The walls are of old ivory and, whichever way you turn, slender, spiralled columns meet your eye—the type of column evolved by the Moors when the Alhambra was young, and the Saracens held Spain.

To add to the illusion there are balconies with close set spindles of Circassian walnut and windows and galleries filled with delicately wrought ironwork in floral form that constantly repeats itself. Amber lights are in the elaborate lanterns dropped from the paneled ceiling; and *torchères* and tall candelabra are set in darker recesses where doorways with glassed in peep-holes give promise of the mystery that attaches to a Spanish dwelling.

Here and there are rare old "ollas" in faded blues and reds—the oil jars of Castile—and, to complete the air of romance inseparable from the architectural quaintness of the patio, there are heavily-carved *armoires* and *un cofre esplendidamente talado*—a rare Spanish chest—that seem to fit into the glazed tiling that occurs and re-occurs in the mellow toned plaster.

Remember this is a business office. You can stop in and buy a steamship ticket for any port that lies within the historic territory known as the Spanish Main, but the chair in which you sit, the desk over which you lean, are as Spanish as the Cid and as authentic as the hanging of Spanish brocade which illuminates the south wall. Doorways, grilles, pilasters—all are copies of the art that has long been known as Spanish-Moresque.

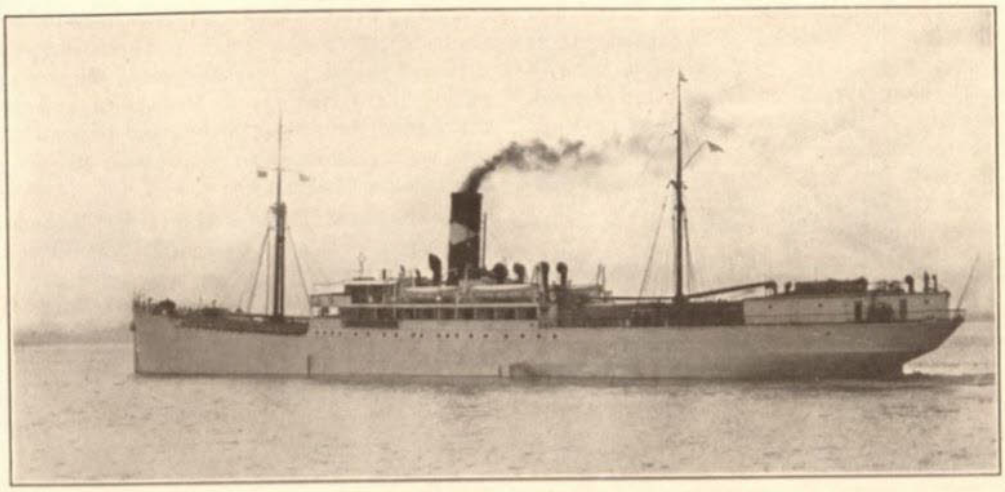
The panorama of city, sea and sky that seems so real when viewed through Moorish arches is in reality a wonderfully clever panoramic painting to get which the artist spent months in Havana. Careful study was necessary to perfect the quaint escutcheons of the Central American Republics which, in correct heraldry, adorn the upper spaces of the walls. In the side wall of the *entresol* is a mural map with birds and fish symbolic of ancient cartographers, with a tone of modernity because it shows the routes over which pass the ships of the Great White Fleet. It is all ancient, and beautiful and intensely modern in its comfort and luxury.

The new office of the UNITED FRUIT COMPANY's Great White Fleet—this bit of tropic splendor set down in Tremont Street—will replace the former City Passenger Ticket Office maintained for several years at No. 19 Broad Street, Boston.

LONG SERVICE ORDER OF THE UNITED FRUIT COMPANY

Employees Who Entered the Service of the Company During June, 1909

Name	*Present Position*	*Department*	*Division*
Robert K. Benson	Paymaster	Accounting	New Orleans
Ivan De Mercado	In Charge Outside Contracts	Agricultural	Costa Rica



This picture of the "Coppename" was taken this year

Tales of the Great White Fleet

Steamships *Coppename, Marowijne, Saramacca* and *Suriname*

Chapter Thirteen

Note: The next Great White Fleet article will deal with the twelve "5,000 ton ships," the Cartago type, completed in the summer of 1908; *the Atenas and Zacapa types, delivered in* 1909; *and the Carillo type, completed in* 1911. *The story of the "Dutch" ships is given now due to the fact that the Suriname banana business was inaugurated previous to those dates.*

Later there will appear a separate article on the records of the Company's vessels in the Government service during the War, based on data that is available.

AS the building and early operation of these four refrigerated ships played an active part in the brief banana export business of Suriname (Dutch Guiana), it seems appropriate to mention at the outset certain historical facts concerning the Dutch Colonies in the New World.

In 1621 the government of Holland established the Dutch West India Company, a trading enterprise, and authorized it among other things to settle colonies in the New World. The Hudson River region naturally attracted the attention of the Dutch Company, and in 1623 a small settlement was founded on Manhattan Island. This settlement was called New Netherland, and the town which was then established was named New Amsterdam. Delaware Bay as well as the Connecticut River were both within the chartered limit of New Netherland. Soon after his arrival, the first Governor, Peter Minuit, purchased Manhattan Island (now New York City) from the Indians for goods worth $24.

New Amsterdam grew slowly, for its chief business was the fur trade. During the twenty years following there were wars with the Indians, who fought to save their hunting ground from the advance of the whites. The easy-going Dutch, slow to fight, finally called in Captain John Underhill, a soldier of fortune from New England, who took a

prominent and successful part in the conflict waged with the Indians. To protect their fields and houses the settlers built a wall across the lower end of Manhattan Island. Its memory is perpetuated in the name of Wall Street. Peace was made with the savages in 1646, but the colony was in dire distress. In 1647 the irascible Peter Stuyvesant was appointed Governor.

After repeated solicitations on the part of the New England Colony, the British king sent three vessels of war and an adequate body of soldiers, which, joined by men from Connecticut, arrived on August 18, 1664, before New Amsterdam. At the same time the English settlers on Long Island were arming and throughout the Dutch villages themselves there was apparent a determination to help the English wipe out the rule of the Dutch West India Company. Eleven days later the town surrendered to the British, and shortly afterward the British flag floated from Maine to Florida.

GUIANA, in South America, had apparently been neglected by the Spaniards. Raleigh's first voyage, in 1595, really brought the country to the attention of Europe. A little later we find Dutch, English and French traders attempting settlements in this new country. The first traders were the Dutch, but the English, who were more than traders, preceded the Dutch in attempting a real settlement.

In 1665 England formally declared war against France and The Netherlands. The ensuing struggles took place largely along the Guiana Coast of South America. The English raided Pomeroon and Essequebo, and the Dutch then captured Suriname and recovered Essequebo. Having "taught the covetous British good manners," the Dutch Admiral, Crynnsen, returned shortly thereafter to Holland to boast of the "glorious" capture. Apparently he was somewhat premature in his rejoicing, as the English a few months later took Cayette and recaptured Suriname.

Under the treaty of peace, signed in 1667, Manhattan definitely came under British rule and Suriname was given over to the Dutch. This trade was an unfortunate one for The Netherlands, as Suriname has proved to be a deficit to the mother country.

During the next one hundred and fifty years the colonies in Guiana experienced many hardships due largely to conflicts between the English, French and Dutch, in which the contestants were at various times ranged on different sides. Furthermore, during this period there was much bloodshed and great destruction of property because of revolts by the negro slaves who repeatedly turned on their white masters.

Of the three Guianas the largest is the British colony with approximately 90,000 square miles; the Dutch comes next with 46,000; and then the French with 31,000. The climate and rainfall in all three colonies are alike.

The inhabitants of Guiana are probably more heterogeneous than those of any other country in the world. Every race is represented—the European and Indo-European, the African negro, the Chinese, the Anamese and Javanese, and, finally, the true American. Besides these there are mixed breeds in all proportions—white with black, negro with East Indian and Chinese, negro with American, and white with East Indian, Chinese, and American.

All three Guianas have had their labor difficulties; these and the convict system have put Cayenne (the capital of French Guiana) in the background.*

AS previously stated, Suriname was not an asset to Holland. At the beginning of the twentieth century economic conditions in the colony had not improved, and in 1905 the Dutch Colonial Government approached the UNITED FRUIT COMPANY with a view to securing its cooperation in the establishment of banana cultivations in Suriname. The Company investigated the scheme and on August 29, 1906, entered into a contract with the Colonial Government of Suriname, in which the latter agreed to encourage the cultivation of bananas in that Colony and to arrange for their sale to the UNITED FRUIT COMPANY for export. The Company on its side agreed to buy and pay for all merchantable bananas produced under this arrangement. The first shipment under this agreement was to be between the first day of February and the first day of April, 1908, on a date to be mutually determined between the Government of Suriname and the UNITED FRUIT COMPANY. It was further agreed that the Company would not be obligated to take

* Note: Sources of the above information: "A Short History of the United States, 1492-1920," by John Spencer Barrett, and "Guiana: British, Dutch, and French," by James Rodway.

bananas from Suriname unless the quantity reached 20,000 stems per ship.

To provide the necessary tonnage for transporting the bananas to be produced under this arrangement, the UNITED FRUIT COMPANY then entered into a contract on December 27, 1906, with the Royal Dutch Mail Line, of Amsterdam. This contract provided, among other things, that the Royal Dutch Mail Line would build and have ready for service at Paramaribo on March 15, 1908, four steamships, each with a cubic capacity suitable for the transportation of bananas of not less than 100,000 cubic feet, the ships to be fitted with Hall's refrigerating machinery and the UNITED FRUIT COMPANY'S air distribution system; the cost, plans and the builders of these steamships and their machinery to be approved by the UNITED FRUIT COMPANY before the order was placed. It was further agreed that when the Fruit Company should be in a position to ship 10,000 stems weekly from Dutch Guiana, the Royal Dutch Line would maintain, by means of these four steamers, a weekly service between Paramaribo and New York.

It was further stipulated that if for any reason the banana business should not be successful in Dutch Guiana, the UNITED FRUIT COMPANY should purchase the steamships at their cost price and inventory, or charter them for the unexpired term of the contract, which terminated July 1, 1916.

AS a result of this agreement the S. S. *Coppename* and the S. S. *Marowijne* were built in Belfast, at the plant of Workman Clark Ltd., and the S. S. *Suriname* and the S. S. *Saramacca* in Amsterdam, at the yards of Nederlandsche Scheepsbouw Maatschappy. These vessels were 336-339 feet long, 42 feet beam and 22.6-26 feet deep, with a gross tonnage of 3,192-3,251 and a net tonnage of 1,883-2,027, having accommodations for 40 passengers.

The *Suriname* and the *Coppename* were completed February 4 and February 20, 1908, respectively; the *Saramacca* and the *Marowijne* the following month—March 4 and March 24, respectively.

These ships as operated by the Royal Dutch Mail Line proved to be satisfactory banana carriers and landed their cargoes of fruit in good condition.

In consequence of these arrangements Mr. Preston, on March 4, 1908, issued the following circular to the Division and Department Heads of the UNITED FRUIT COMPANY:

> This will serve to formally advise you that the United Fruit Company has established a tropical division in Suriname (Dutch Guiana), South America, with headquarters at Paramaribo, Suriname. Mr. Goldsmith H. Williams and Mr. John E. Whitehead have been appointed Manager and Auditor, respectively, of the Suriname Division, the registered cable address of which is "Unifruitco," Paramaribo.
>
> The first loading of bananas is scheduled for March 28, 1908, and will be followed by regular weekly loadings. The shipments from Paramaribo will be confined to the Port of New York and will be made over the Royal Dutch Mail Line, which has just built four refrigerated steamships, specially adapted for this business, the *Suriname, Coppename, Marowijne* and *Saramacca*. The fruit from this Division will be sold under the name of "Suriname" bananas.

In the latter part of 1910 Mr. Williams was succeeded as Manager by Mr. Richard H. Goodell, the present General Manager of Tela Railroad Company in Honduras. Unfortunately for both the planters in Suriname and the UNITED FRUIT COMPANY, banana cultivations in Dutch Guiana did not prosper, owing to the ravages of the so-called Panama disease. Despite the best efforts of the planters, who at all times received the hearty cooperation of the Fruit Company's managers, the areas under cultivation dwindled and it became evident that this fruit could not be successfully grown in the colony for export.

As a consequence of the failure of the Suriname banana export enterprise, the UNITED FRUIT COMPANY, on September 10, 1912, made an offer to the owners to purchase the four "Dutch" boats. This offer was accepted. The vessels then became regular units of the Great White Fleet. The S. S. *Suriname*, with Captain James Close in command, was operated on the New York-Central American run, while the S. S. *Coppename*, with Captain Archie M. Campbell as Master, the S. S. *Saramacca*, in command of Captain Benjamin Terfry, and the S. S. *Marowijne*, with Captain Wilfred Lockhart as Master, were operated on the New Orleans-Central American run.

IT is now necessary to speak of the most stunning disaster which ever befell the Company's fleet, namely, the loss of the S. S. *Marowijne* in a severe hurricane encountered in August, 1915. The vessel sailed from

Belize, British Honduras, on Friday, 11 A. M., August 13, 1915, bound directly for New Orleans, with a crew of 68 and 27 passengers —a total of 95 souls aboard; also with a cargo of bananas and miscellaneous freight. She was due to arrive at New Orleans on the morning of August 16.

A very severe hurricane, originating between Haiti and Jamaica, was moving toward the Yucatan Channel on the 13th. It passed through the Channel on the 14th and reached the Gulf of Mexico on the 15th and 16th, hitting Galveston on the 17th and causing great damage there. This was an unusual course for a storm of this character to take, as the customary route for hurricanes is around the west end of Cuba, through the Florida Straits and up the Atlantic Coast. It was so predicted by the U. S. Weather Bureau and reported to be going in that direction. The hurricane, however, suddenly turned westward and traveled toward Galveston.

The last known radio message sent by the *Marowijne* was to the S. S. *Coppename* giving her position on Saturday, the 14th, at 1:30 P. M.—about 50 miles north of Contoy Island.

When the *Marowijne* did not report by radio on August 15, it was concluded that her wireless had been dismantled by the storm, which had destroyed the radio towers at Cape San Antonio, Cuba. Only the small radio set was working at New Orleans, which could not reach out very far into the Gulf. For these reasons no particular alarm concerning the vessel was felt up to this time. When, however, she failed to arrive at New Orleans on the due date, and there was no word of her from any source, the Fruit Company began to broadcast all shipping throughout the Gulf and solicited the assistance of the Navy Department, which gave splendid cooperation. A most thorough search was made by the Company's ships as well as by Navy vessels, but without avail.

Small pieces of wreckage were picked up by the U. S. S. *Jupiter* which closely resembled in construction and character similar material on the S. S. *Coppename;* also a cork lifebuoy, identified as belonging to the *Marowijne,* was washed ashore on Cozumel Island. This was the only tangible evidence ever secured concerning the loss of the vessel. On September 1, 1915, she was officially reported as missing to the Committee of Lloyds in London.

AN interesting incident in the career of the *Saramacca* is given in the following letter addressed to the UNITED FRUIT COMPANY by the Secretary of the Navy, July 13, 1918:

NAVY DEPARTMENT
Washington

July 13, 1918

Gentlemen:

The Department has received the following quoted letter from the Commanding Officer, U. S. S. SCHURZ which was recently sunk off the Atlantic coast:

"On the morning of 21 June 1918, after the crew of the SCHURZ had abandoned their vessel they were picked up by the S. S. SARAMACCA, a United Fruit Company steamer.

Captain L. P. Ritchie of the SARAMACCA and his crew and passengers were most courteous in their treatment of the officers and crew of the SCHURZ, and they did everything in their power to allay the discomfort of the voyage to New York.

It is requested that a letter be sent by the Department to the United Fruit Company thanking the Company for the above services."

Please accept the Department's thanks and appreciation for the courtesy shown by Captain L. P. Ritchie and the crew of the SARAMACCA in their treatment of the officers and crew of the U. S. S. SCHURZ.

Sincerely yours,

The United Fruit Company,
New York City.

Signed Josephus Daniels,
Secretary of the Navy

The "Dutch" boats for many years maintained the mail service between New Orleans, Belize and Barrios. Their arrivals at Barrios were so regular that "the boys" at that port set their watches by them. They also have proved to be "training ships" for many of the skippers of other Great White Fleet vessels.

Care in Handling Shipments

This article, the second in a series on the subject contributed by the Freight Traffic Department, New York, treats of the cooperation absolutely necessary between shipper and ocean carrier for successful freight handling

EXPORT trade demands cooperation, not in the sense of combinations or associations, but rather in an understanding of the needs of each factor in the process of export distribution. Shipper and carrier are essential each to the other, and both must cooperate to maintain the ever-broadening structure of foreign trade.

And this cooperation, fundamentally, consists of the daily routine of attention to commonplace detail. It cannot be handed down by executive order from on high, but must develop through individual responsibility and initiative under the guidance of good management.

How can the shipper cooperate? By proper attention to small matters, which, in the aggregate, may constitute a large amount of waste. For instance, the following common examples of waste and inefficiency, resulting from carelessness on the part of shippers, may be mentioned as easily avoidable by proper methods:

Using shipping containers which do not comply with the specifications shown in the Classification.

Failure to pack so as to procure the lowest rating.

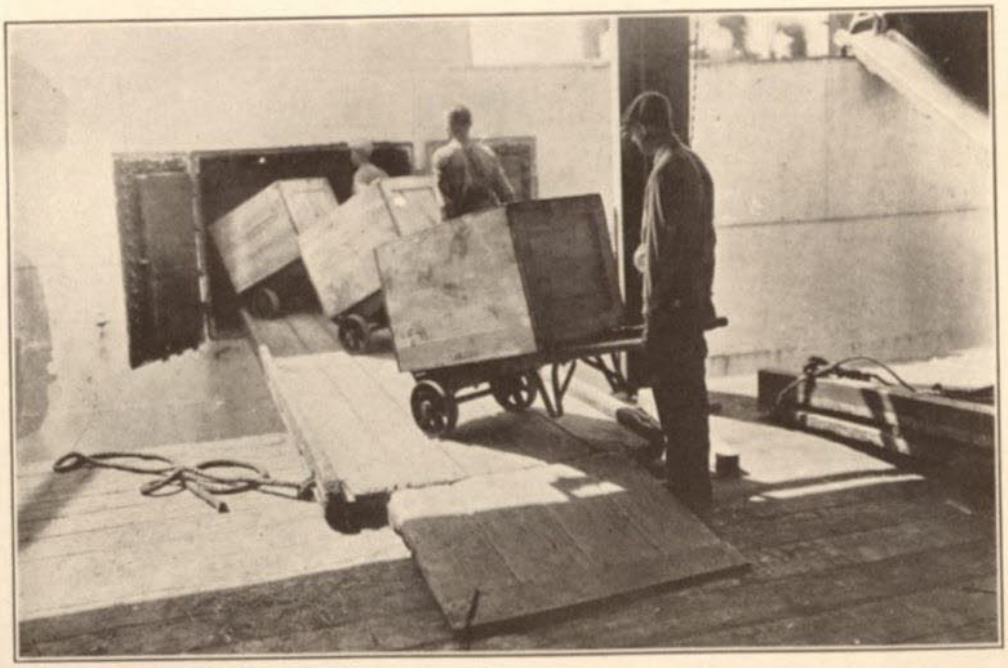
Mis-describing shipments on the bill of lading.

Using estimates instead of actual weights.

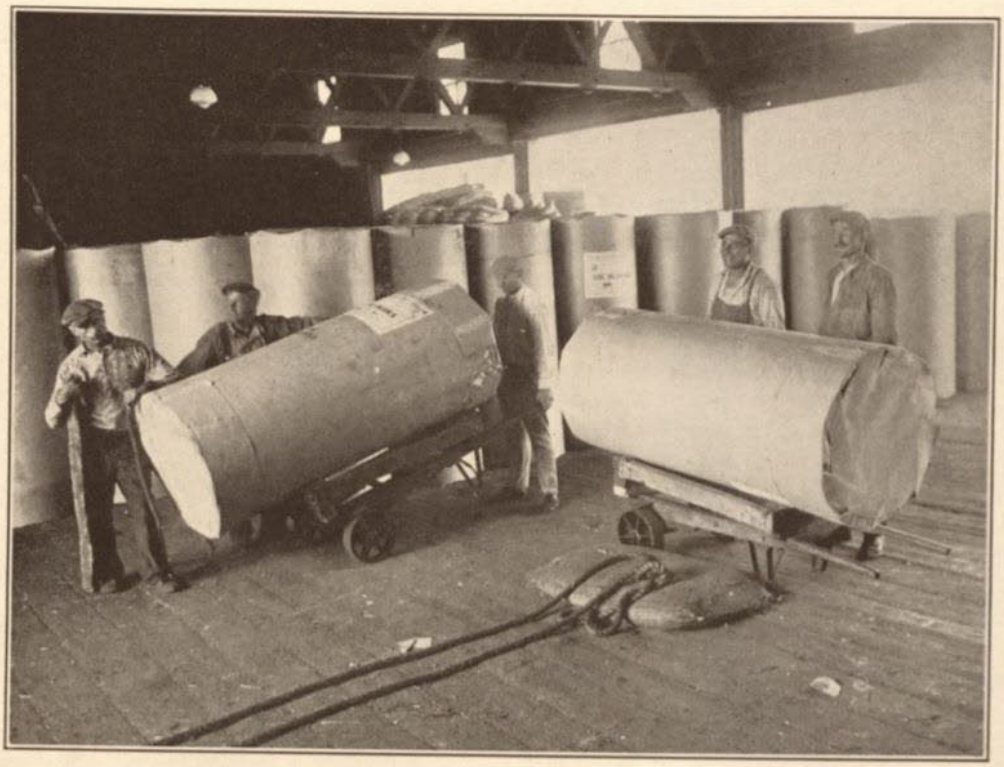
Using cheap shipping containers.

Using illegible bills of lading and shipping orders.

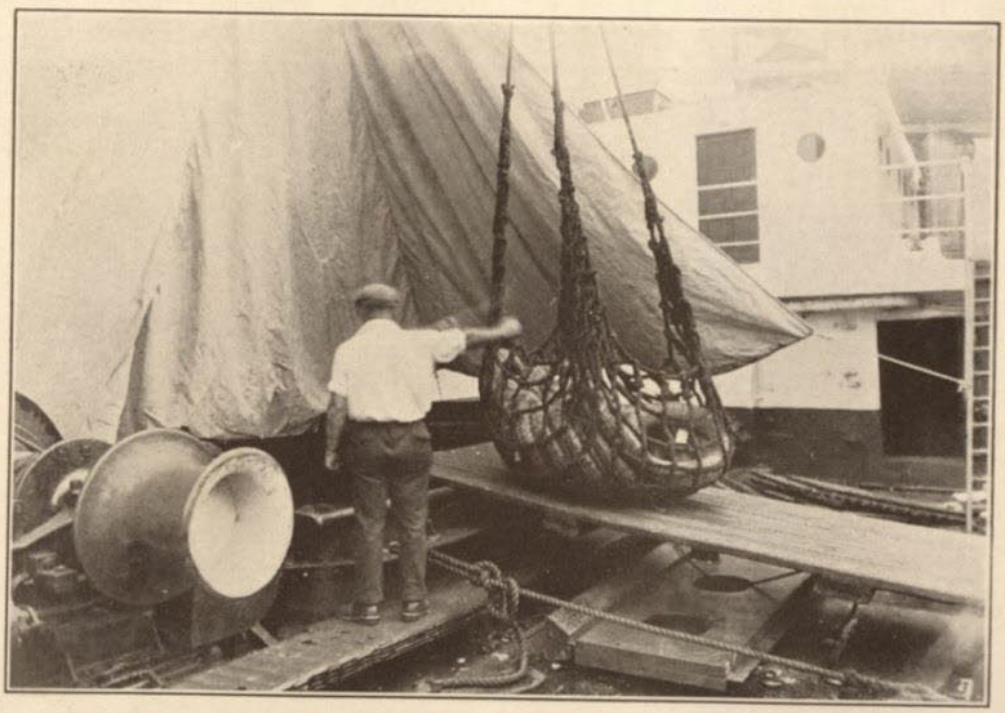
How can the ocean carrier cooperate? In the same way, by unremitting attention to those details which, cumulatively, denote satisfaction to the shippers. The maintenance of



Merchandise being trucked through port for special stowage



In loading news-print paper into the hold of the steamer the sides of the rolls are protected by mats to prevent damage while being carried in the rope sling



Note the hatch tent that is used to protect freight during inclement weather

friendly relations is based on service depending on human values rather than on tons, cubic measurements, or dollars and cents; and these human values comprise all those employees who "touch" the consignment in any way, whether it be in solicitation, in preparation of documents, or in physical handling on the pier.

This last—the actual loading on shipboard—is naturally most amenable to the photographic eye, and, therefore, it is this phase of care in handling which we illustrate. The pictures were supplied by Mr. J. J. Glennon, Freight Agent at Boston. They show clearly the care in cargo handling which the UNITED FRUIT COMPANY has developed to such a high degree.

Picture No. 1 shows merchandise—in this instance, shoes—being carefully trucked through port for special stowage in a locker under key, which affords ample protection against theft or pilferage when extra precautions are desired to guarantee the safe arrival of goods at destination.

In the second picture, two rolls of newsprint paper, carried in a rope sling, are being loaded into the hold of the steamer. It will be noted that the sides are carefully protected by mats to prevent damage in swinging of sling in hatch; and that special gratings underneath eliminate possibility of damage from water on deck.

Picture No. 3 shows coils of copper wire about to be lowered in rope sling into the hold of the steamer. The hatch tents protecting cargo from weather during a slight rain represent a further detail of precaution against damage.

Service, as well as genius, consists of an infinite capacity for taking pains; and the pictures shown illustrate what is at least a decided talent for giving satisfaction to the shipping public. The next article in this series will describe methods of care used in freight handling at San Francisco.

There has been installed in the Foreign Wood Hall of Field Museum of Natural History, Chicago, an exhibit of the famous Guatemala cow tree, presented by the United Fruit Company. The exhibit consists of an eight-foot log with milk trickling from it, a jar of the milk, a sample of the wood, and photographs showing the tree in the forest. The display was prepared during a recent visit of Professor Samuel J. Record of Yale University, Associate in Wood Technology in Field Museum.

The Hookworm Victim

(*Anonymous contribution from Costa Rica*)

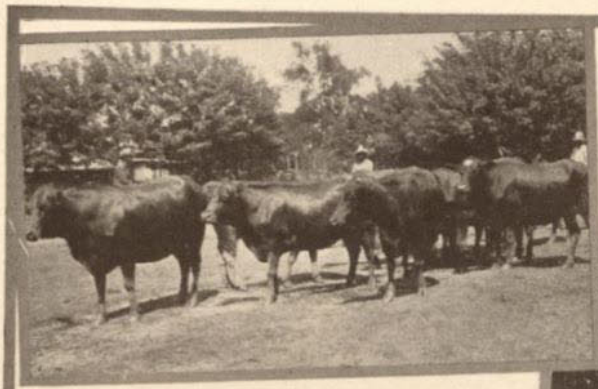
All day he loitered in the sun,
Too tired to get his labors done,
And filled the air with moans and groans
While people called him "Lazybones."

One day the doctor came and said,
"Brace up, my son, hold up your head;
The hookworm, deadly as an asp
Has got you in its lowly grasp.
But I will cut that hookworm loose
And cook its everlasting goose.

"Swing wide your mouth, and do not cringe."
And then he took a big syringe,
And shot about a quart of dope
That tasted just like liquid soap
Adown the patient's yawning throat.

One robust gasping breath he drew
And bit a lightning rod in two,
Then vaulted o'er his cottage roof.
He sped o'er wind-swept hill and plain
And burned a school and robbed a train.

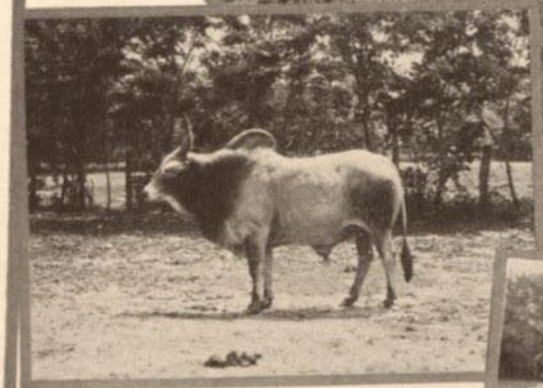
The doctor watched his patient streak
Over the landscape sear and bleak,
And said, "It makes my bosom warm
To see what science doth perform."



Below: The resultant cross of Mysore bulls bred to native cows. These animals are larger and more strongly constituted than native cattle and are superior to them both as beef and for milk production

Above: A few of the Red Poll cows used in breeding to Nellore and Mysore bulls at Puerto Arturo. The Red Polls are bred to increase milk production in the dairy herd

In oval: Puerto Arturo Pasture land



Above: Mysore bull imported from Jamaica for improving breeding herd at Puerto Arturo

At right: Red Poll Mysore cow, four years old. Very desirable result of cross breeding Mysores with Red Polls

Puerto Arturo Ranch

By F. J. G. Robinson

Tela Railroad Company

Tela's breeding herd can compare favorably with many of the blooded herds in the States

NOT only has the entry of the UNITED FRUIT COMPANY into Latin-American countries resulted in the development of the banana industry, opening lands hitherto under woodland, and the construction of railroads, thereby improving transportation facilities, but in the case of Tela, a vast improvement has been effected in the standard of breeding stock. With persistent effort, a breeding herd has been built up that can compare with many of the blooded herds in the States. Difficulties, numerous ones, have been encountered, in the matter of acclimatizing high bred stock to the tropical heat, but these have been overcome, as this brief outline will show.

Glancing casually at a monthly Live Stock Report for 1916, it is seen that the breeding herd consisted of 388 head, sale of milk amounted to $117.32, sale of meat, $1,202.39. An average month now realizes anything from $1,500. to $1,700. for milk, and for meat $1,500. to $2,200., with a herd numbering approximately 1,900 head.

This outlook is from the Company's point of view; however, there is a broader one from the fact that blooded young bulls and heifers, and bulls which by their length of time in the herd may cause over inbreeding, are sold to local Latin-American cattle men, with a subsequent improvement in the standard of stock throughout the country.

The present herd consists of 466 Red Polls, 751 Mysores, 5 Holsteins, and 4 Herefords, with 647 native butcher steers, but only 15 other native animals. The point to be stressed is that the herd has been built up from the native scrub cow by crossing with imported bulls, and by importation of blooded cows and heifers.

The nucleus of the present herd was well established by the end of 1924 with 14 blooded bulls of Mysore, Hereford, and Red Poll strain, and about 50 Red Poll cows and heifers. Further importations have been made since then, but the turning point in the changing of the herd from native blood predominating to a blooded basis may be said to have taken place by the end of 1924.

From then on progress has been made by leaps and bounds and the policy of firmly infusing into the herd Mysore blood to acclimatize the cattle to the tropical heat and tropical conditions, the elimination of worthless cows as stock from which to breed, the careful selection and gradual building up of the most practical proportion of Mysore, Red Poll, and native blood to evolve the dual purpose animal—milk and beef, has proved its own efficiency. The fact that during 1928, 138,326 quarts of milk and 567,636 lbs. of beef were sold, which figures are double those in 1924, is ample proof.

A brief résumé of the years 1921 to 1924, which may be called the transition period, is of interest.

1921—With a good supply of imported breeding bulls, a foundation on which to build up the stock by the improvement of blood was made. Slightly under one quarter of the stock was located on the farms. The death rate in calves was somewhat high.

1922—With the elimination of native bulls and a commencement in disposing of old native scrub cows, a further step in improving the herd took place. Six breeds of imported bulls were tried and by the end of the year 1922 the results of crossing the blood were apparent.

1923—A marked improvement occurred this year. The death rate in calves greatly

decreased and birth rate increased. The milk supply was better through the importation of the Red Poll cows. The majority of the stock was concentrated at Puerto Arturo—a most important step. Three types of bulls now were retained, namely, Mysore, Red Poll, and Hereford. The number of blood stock increased by one-fifth. (The Herefords later were disposed of as great difficulty was experienced in rearing the calves).

1924—A drive was made to establish guinea grass and para grass pastures. How well this was effected is apparent from the accompanying photograph of pasture land.

The subsequent years, as stated previously, have been ones of steady progress resulting in the high production of milk and beef—and a large financial profit in 1928.

Two of the Bucyrus steam draglines used for excavation on the United Fruit Company's operations

Diesel Dragline Excavates Irrigation Ditch in Tropics

Typical United Fruit Company Operation Successfully Reduces Silting

Reprinted by courtesy of "The Excavating Engineer" issue of December, 1928. This article was brought to our attention by Mr. Thomas Bradshaw, Manager of the Colombia Division. The Division is proud of the work the Engineering Department is doing with its new Diesel draglines and would like other Divisions of the Company to read about it.

ON one of the UNITED FRUIT COMPANY plantations in the tropics it became necessary to lower the level of a main drainage artery a meter throughout its entire length of 4700 meters. The upper 3000 meters were to be given a 3-meter bottom and one and one-half to one bank slopes, while the remaining 1700-meter section required a 5-meter bottom with the same bank slopes.

To handle this work and assist in other improvements a Bucyrus 30-B Diesel dragline with a 45-foot boom was purchased. The machine was assembled nearby the point where it was to start work. The work was done during the rainy season, and the machine, though caterpillar mounted, had to work on mats all the time.

Silting Greatly Reduced by Downstream Methods of Operation

The ditch was carrying considerable water at a velocity of one meter per second. On ac-

Bucyrus Diesel dragline digs ditch with three meter bottom width. The spoil is being disposed of on one bank only, leaving a 12-foot berm

count of this high velocity it was decided to dig down stream, so that the dirt lost from the bucket would be held by the one meter drop from the unimproved to the improved section where it would be picked up by the dragline. This method of excavating proved most successful, as the finished ditch, two months after the excavation was completed, averaged only 10 centimeters above the finished grade. On previous work where drainage canals were cleaned out by digging upstream the beginning point had silted to a depth of 50 centimeters above finish grade by the time the job of cleaning was finished.

Cost 16.9 *Cents Per Cubic Yard*

The total cost of the work was $15,295 and the amount of excavation was 69,950 cubic meters. The above amount includes cost of moving to and from the job, preparing road and strengthening bridges, cleaning and grubbing, making mats, excavating labor, and excavating material.

An analysis of time record and cost account follows:

Elapsed time	257 days	100 %
Sundays and holidays not working	28 days	11 %
Waiting for repair parts	15 days	5.8%
Days worked	214 days	83.2%

The machine was operated on two daylight shifts working an average of 12½ hours per day. The operators were on the job 2,240 hours which is divided as follows:

Machine excavating	1788 hours	80%
Repairs to machine	209 hours	9%
Other delays	243 hours	11%

A full load at each pass helps overcome the handicap of tropic operation

The excavation labor was all done by contract, the material for excavation being supplied by the Company. The cost of Diesel oil was about 20 cents per gallon due to the high cost of transportation. (This may be compared with the cost for fuel oil in the States).

Output Shows Thirty-five Yards Average Per Gallon of Diesel Oil

No depreciation has been included in the cost figures. The following unit costs were computed from previous figures:

This Type S Page Scraper Bucket is a veteran of 100,000 *cubic meters*

The course of the improved section of the drain has been straightened wherever possible but always keeping the channel in the lowest ground

Total volume moved.....	69,950	91,600
Output per hour working...	39.1	51.3
Volume per gal. of Diesel oil	25.2	35.1
Cost of Diesel oil in cents per unit	0.85	0.649
Volume per gallon of lubricating oil	192.6	252
Cost of lubricating oil and grease in cents	0.614	0.562
Labor cost in cents excavation per unit	13.58	10.38
Total excavation cost in cents per unit	16.10	12.23
Total cost of job in cents per unit	21.9	16.70

Consumption of Diesel oil averaged one and one-half gallons per hour and lubricating oil averaged one and one-third gallons per eight hours.

United Fruit Company Activities of International Benefit

The UNITED FRUIT COMPANY is an institution serving more than 25,000 stockholders, and paying salaries to 68,000 employees. Its fruit is sold in every city and town of the United States and Canada and in nearly every country of Europe. It maintains plantations in nine foreign countries, and has a fleet of ninety vessels on the high seas. Its radio telegraph stations unite the Americas. It operates a network of railroad and tram lines.

Irrigation Systems, Railroads and Highways Continually Improved and Extended

Extensive excavation operations are continually in progress throughout the UNITED FRUIT COMPANY's large holdings. A great deal of this is in connection with drainage and irrigation of the plantations. Highway grading and railroad building also make up an important part of their activities. This company is at present operating twenty-five Bucyrus-Erie shovels and draglines, among which are the following: four 50-B steam machines, five 50-B Diesels, and three E-2 Diesels.

Health and Welfare of Employees Given Careful Attention

In addition to paying high wages to its employees, the UNITED FRUIT COMPANY has installed and maintains for their well-being bakeries, ice plants, waterworks, churches, schools, baseball grounds, tennis courts, golf courses and swimming pools, and has contributed toward the national schools maintained in the vicinity of its plants. The Company has also aided students attending colleges, and schools in the United States, by extending reduced transportation to them, and it has aided in the establishment of agricultural schools where national and United States students will study tropical farming together.

In the last twenty-seven years the UNITED FRUIT COMPANY has spent on hospitals and sanitation $13,091,424.00. The Company has built and maintains eight modern hospitals, with outlying field dispensaries for the benefit of its employees and the peoples of countries in which it operates. Including employees about 150,000 people depend upon medical and surgical service from the Medical Department of the UNITED FRUIT COMPANY.

Transfers and Promotions

Costa Rica

D. A. McGregor, Acting Assistant Superintendent, Banan River, to Acting Assistant Superintendent, Monte Verde.

Louis A. R. DeGravelle, Relief Superintendent, to Acting Superintendent, Siquirres and Santa Clara Districts.

Otto Starke, Engineering Department, to Overseer, Atalanta Farm.

Colombia

L. E. Drolet, Accounting Department, to Wharf Department.

Guatemala

D. C. Grey-Wilson, to Colombia Division.

G. L. Dickinson, Engineer, to Colombia Division.

Truxillo Railroad Company

J. J. Bonneau, Acting Port Superintendent, to Port Superintendent.

A. E. Von Seeberg, Acting Chief Clerk, to Chief Clerk, Maloa District.

G. H. Moore, Clerk, to Acting Chief Clerk, Taujica District.

G. E. Larkin, Assistant Superintendent, Taujica District, to Acting Superintendent, Black River District.

T. H. Morrison, Senior Overseer, to Assistant Superintendent, Cuaca District.

P. G. Dodson, Timekeeper, Salama, to Assistant Overseer, Salama.

A. M. Beers, Timekeeper, Zamora, to Assistant Overseer, Zamora.

John Miller, Research Department, to Supervisor of Intensive Cultivation and Drainage.

D. E. Alleger, Assistant Agronomist, to Guatemala Division.

T. G. Grant, Assistant Agronomist, to Tela Railroad Company.

H. J. Dwyer, Clerk, Accounting Department, to Tela Railroad Company.

Boston

P. W. L. Disney, to Colombia Division.

Charles P. Tilton, Assistant Chief Clerk, In Charge of Audits, Long Wharf, to Chief Clerk, Cristobal Division.

New York

John S. Gullion, Cruise Conductor, Passenger Traffic Department, to Purser, S. S. *Toloa.*

Harold E. Hunter, Purser, S. S. *Metapan,* to Ticket Clerk, Passenger Traffic Department, Downtown Office.

Thomas Davis, Ticket Clerk, Passenger Traffic Department, Downtown Office, to Purser, S. S. *Metapan*.

Jose B. Mayo, Cruise Conductor, Passenger Traffic Department, to Purser, S. S. *Pastores*.

L. A. Cross, Cruise Conductor, Passenger Traffic Department, to Purser, S. S. *Calamares*.

John McK. Rigby, Stewards Department, to Tallyman, Terminal Operations Department.

Emil Monacci, Clerk, Shipping Bureau, Purchasing Department, to Consignee Mail Clerk, Shipping Bureau, Purchasing Department.

Albert L. Ryff, Shipping Clerk and Actg. Consignee Mail Clerk, Shipping Bureau, Purchasing Department, to Clerk, Shipping Bureau, Purchasing Department.

Mrs. Florence Dickson, Clerk, Accounting Department, to Confidential Clerk, Accounting Department.

J. V. Cantarella, Ledger Clerk, Accounting Department, to Outward Domestic Freight Clerk, Accounting Department.

W. B. Middlemas, Clerk, Audit Bureau, Accounting Department, to Assistant Chief Clerk, Accounting Department.

Igor Koty, Junior Clerk, Freight Terminal Department, to Cubing Clerk, Freight Terminal Department.

Walter McGee, Freight Terminal Department, to Customs Bureau.

E. J. McNulty, Stenographer, Freight Traffic Department, to Secretary to Assistant Freight Traffic Manager, Freight Traffic Department.

William R. Mote, Clerk, Freight Traffic Department, to Extension Clerk, Freight Terminal Department.

William J. Condon, Office Boy, Freight Traffic Department, to Junior Clerk, Freight Traffic Department.

Ralph L. Martin, Soliciting Record Clerk, Freight Traffic Department, to File Clerk, Freight Traffic Department.

J. Lyons, Utility Clerk, Freight Terminal Department, to Rate Clerk, Freight Terminal Department.

Patrick Mulvehill, Watchman, Terminal Operations Department, to General Storeroom.

Gordon McLean Bryant, Tallyman, Terminal Operations Department, to Pier Clerk, Terminal Operations Department.

John Morris, Office of Superintendent Engineer, to Credit Department, Fruit Dispatch Company.

Fruit Dispatch Company

P. DeVaney, Cashier, St. Louis, Mo., to Sales Department, New York, N. Y.

John D. O'Meara, Dealers Service, to Assistant Resident Manager, Milwaukee, Wis.

J. G. Johannsen, to Assistant Rate Clerk, Traffic Department, New Orleans, La.

A. Comtabad, General Office Fruit Dispatch Accounting, New York, N. Y., to Office of Superintendent Engineer, UNITED FRUIT COMPANY, New York, N. Y.

G. E. Boehm, Traveling Messenger, Fort Worth, Tex., to Traveling Messenger, El Paso, Tex.

J. H. Greenwood, Jr., Traveling Messenger, Fort Worth, Tex., to Resident Messenger, Herington, Kans.

H. A. Meyer, Traveling Messenger, Galveston, Tex., to Resident Messenger, Tucumcari, N. M.

J. A. Wallace, Traveling Messenger, Fort Worth, Tex., to Traveling Messenger, Tucumcari, N. M.

C. W. Carpenter, Traveling Messenger, El Paso, Tex., to Resident Messenger, Liberal, Kans.

H. E. Jenkins, Messenger, Mounds, Ill., to Traveling Messenger, Minneapolis, Minn.

C. V. Ranna, Messenger, Mounds, Ill., to Traveling Messenger, Minneapolis, Minn.

Charles Black, Jr., Traveling Messenger, Fort Worth, Tex., to Traveling Messenger, El Paso, Tex.

T. P. Guthrie, Traveling Messenger, Dubuque, Ia., to Traveling Messenger, Minneapolis, Minn.

A. L. Mixon, Assistant Resident Messenger, Pullman, Ill., to Traveling Messenger, El Paso, Tex.

NOTE:—In the March issue Messrs. W. J. Walker and L. W. Dietrich were listed as being engaged in "Sales Analysis, under Mr. Dillon, Boston." Messrs. Walker and Dietrich do not, however, make their headquarters in Boston, but are located at 17 Battery Place, New York.

A worried-looking patron entered the spooky-atmosphered establishment of a fortune-teller.

"Do you guarantee that I can talk with my dead wife?" he inquired.

"Absolutely," the seer promised.

"Then ask her where in Heaven's name she put my golf pants."

Historia Del Paludismo

Y Resultado De Las Medidas Adoptadas Para Dominarlo en la Division Preston

Por el Dr. P. Malaret, hijo

CAPITULO II

El mes pasado el autor se ocupó de la historia general del paludismo. Este capítulo lo dedica principalmente a las causas que motivan la prevalencia del mal en la División Preston, que es la región que más le interesa. En el capítulo final, que se publicará en nuestro número de junio, el Dr. Malaret describirá los resultados halagueños obtenidos por razón de las medidas de saneamiento adoptadas e implantadas rigurosamente.

Condiciones Climáticas de Preston

La División Preston de la United Fruit Company, dedicada al cultivo de la caña de azucar y a su elaboración, está situada en la costa nordeste de la Isla de Cuba, dentro de la zona tórrida, y posee un clima uniforme, cálido y tropical, con una temperatura media anual de 24° C. (75° F.). Las temperaturas más altas durante el verano fluctúan entre 30° C. (86° F.) y 36° C. (97° F.) y las más bajas durante el invierno entre 10° C. (50° F.) y 20° C. (68° F.). Este clima presenta pocas diferencias por año en la curva gráfica mensual, condiciones que son singularmente favorables para el desarrollo de las endemias y epidemias palúdicas.

Acumulación Natural de Aguas

Para el cultivo de la caña esta Division dispone de una extensión de terreno que abarca 106,987 acres, de las cuales 54,611 están ya plantadas de caña. El terreno es llano, situado en un plano de la costa alrededor de la bahía de Nipe. Tiene agua en abundancia ya que en el existen 1,114 acres de arroyos, 2,587 acres de pantanos y 20 acres de lagunas o sea una extensión total de agua de 3,751 acres. Atraviesan el terreno varios ríos que tienen su nacimiento en la sierra de Nipe, de los cuales los dos más importantes son el Mayari y el Nipe. Los otros, que no son más que riachuelos aunque no se secan en todo el año, son el Juan Vicente, el Guaro, el Vitirí, el Baguanos, y el Tacajo. Hay además otros arroyos pequeños y, cerca de la costa, manglares y ciénegas extensas. Existen, tanto en el interior como en la costa, varias lagunas difíciles de desecar. Infiltraciones de terrenos en declive y charcos innumerables que se forman en los hatos después de las lluvias aumentan la extensión superficial de las aguas.

Acumulación Artificial de Aguas

Además de la acumulación natural de aguas de que se ha hecho mención existen también tres fuentes principales de acumulaciones colecciones artificiales, de las cuales la más importante es la que se destina al consumo humano y del ganado. Hay tres represas situadas en las montañas cerca de los nacimientos de los ríos Guaro, Sojo, y Guayabo respectivamente, y desde allí un sistema perfecto de tuberías lleva el agua necesaria a todas las dependencias de la División. Las filtraciones y derrames de estas tuberías cerca de las llaves de agua dan lugar a número considerable de charcos. Por la pureza del agua y por estar expuestos a la luz solar estos charcos constituyen criaderos ideales para el *anofeles albimanus,* que es el único transmisor importante del paludismo en la región. Estas filtraciones presentan un problema peculiar porque si bien las colecciones que provienen directamente de las aguas pluviales tienden a disminuir progresivamente con la entrada de la estación seca, esta clase de agua *artificial* fluye sin interrupción durante todo el año. Puede pues decirse que debido precisamente a nuestro espléndido sistema de abastecimiento de agua, estamos siempre en la estación lluviosa, por lo menos en cuanto a las facilidades

que existen para la crianza de los mosquitos. Salta a la vista lo que esto significa en la propagación del paludismo.

Las zanjas o acequias constituyen otra colección de agua importante las de los campos de caña que sirven para el desague de los terrenos, y las de los albañales en que el agua fluye de los campamentos a los arroyos. El *anofeles albimanus* evita las aguas sucias para poner sus huevos y por eso no se hallan criaderos en los desaguaderos de los albañales pero sí se encuentran, y en abundancia, a alguna distancia de estos lugares donde ya el agua se ha clarificado.

Comprende la tercera clase de estas colecciones artificiales de agua los hoyos (para sacar tierra) a lo largo de la línea del ferrocarril, los cuales retienen el agua por mucho tiempo después de haber cesado las lluvias. Como las líneas del ferrocarril atraviesan la División por todos lados para comunicar los diversos puntos con el trapiche, estos hoyos eran hasta hace poco muy numerosos.

Datos Relativos A Las Lluvias

LAS lluvias son abundantes, pues el promedio anual de la lluvia caída en el último período de diez años alcanza a pulgadas 45.04. Por lo común las estaciones—la seca y la lluviosa—no tienen caracter definido. Sin embargo, un estudio del agua caída en el último período de diez años y durante 1924 a 1928 inclusive, demuestra que la epóca más lluviosa es la del mes de mayo. a la que sigue la comprendida en los meses de octubre-noviembre. El período más seco del año parece ser el de marzo-febrero, y la cantidad de lluvia caída durante los otros meses del año fluctúa entre estos dos extremos. En el cuadro siguiente se indica el promedio mensual correspondiente al último período de diez años:

Mes	*Pulgadas*
Enero	3.58
Febrero	2.05
Marzo	1.26
Abril	2.88
Mayo	7.82
Junio	3.59
Julio	2.25
Agosto	2.63
Septiembre	4.26
Octubre	5.34
Noviembre	6.07
Diciembre	3.31

Como otros factores han exigido atención preferente, no se ha tratado tadavía de relacionar la cantidad de la lluvia con la producción del anofeles y la incidencia malarial. Conforme vayan progresando las investigaciones, se considerará de importancia económica el estudio de este factor.

Factores Que Afectan La Población

LA población de esta región ha variado muchísimo durante los años anteriores, desde el número máximo de habitantes en la época de zafra—cuando se recoge la caña y se fabrica el azucar—a un número mínimo cuando aquella termina y los trabajadores transitorios que han venido sólo para el corte de la caña, regresan a sus hogares. El período de la zafra o cosecha se extiende por lo general de enero a abril, mayo, o junio. Durante los meses de zafra la población aunque variable, puede llegar a 18,000 habitantes. Terminada la zafra, como unas 6,000 personas abandonan el lugar, de modo que existe una población estable aproximadamente de 12,000 almas, diseminadas por toda la División. Hay 6 aldeas, 22 sitios o haciendas *batey* (centros administrativos) y varios campamentos. Para los fines de este estudio, sin embargo, la División se dividira en dos áreas principales: la población de Preston con el ingenio y la jefatura de la Division, y el área agrícola.

Descripción del Area Agrícola

EL área agrícola, que es la que pricipalmente nos concierne, tiene su dirección general en la población de Guaro y se divide para electos administrativos en 4 distritos con 22 sitios o haciendas y una división para el ganado. Dentro de ella se encuentran: 5 hacinamientos de casas lo bastante grandes para poder denominarlas aldeas y éstas son; Juan Vicente, Guaro, Santa Isabel, Buenaventura y Herrera; 22 haciendas *batey;* como 200 campamentos; y varias casas aisladas. El numero de habitantes es estas poblaciones varía de unos pocos cientos (en Santa Isabel) a cerca de mil (en Guaro). Los campamentos estan situados en las haciendas entre una y otra hacienda *batey* y en su mayor parte se encuentran desocupados cuando no es la época de zafra, aunque siempre hay moradores en algunos de ellos. Más alla de los campos de caña, en los montes, hay muchas casitas esparcidas aquí y allí, pertenecientes a colonos

(squatters), los cuales cultivan pequeños lotes de terreno y trabajan como peones en las haciendas.

Condiciones Sanitarias en la Division

Con excepción del paludismo las condiciones higiénicas no son malas. Siempre ha sido política invariable de la compañia el dominar las enfermedades infecciosas y epidémicas. En cuanto al paludismo, es verdad que los resultados han sido escasos hasta ahora pero ésto se debe atribuir, no a conformidad o pasividad por parte de la compañia, sino más bien a falta de dirección adecuada. Son frecuentes las afecciones de la piel y de los órganos respiratorios como es de suponer dadas las condiciones en que vive la mayor parte de la población, pero otras enfermedades infecciosas no podrían extenderse mucho sin ser importadas por número considerable de los braceros que vienen de fuera. Abastecimiento excelente de leche y de agua detienen el curso de las infecciones entéricas tales como la tifoidea y la disentería. No hay que temer el desarrollo de la uncinariasis pues no existen grandes áreas húmendas y umbrosas somo son las de las plantaciones de café. Abundancia de legumbres y vegetales que provienen de las hortalizas de la compañia o de las de los colonos cercanos impiden los males debidos a la alimentación deficiente. La sífilis es bastante común, pero no en proporción muy exagerada. Varios casos de tuberculosis y de cancer exigen anualmente la atención del cuerpo médico. En resúmen, con excepción de las dolencias comunes a todos y de aquellas que requieren intervención quirúrgica, la División, una vez que se haya dominado eficazmente el paludismo, deberá presentar un estado sanitario envidiable.

Medidas en Vigor con Anterioridad a la Campaña

La lucha contra el paludismo que vamos a describir puede decirse que comenzó en el mes de diciembre de 1925. Débiles fueron los primeros esfuerzos, pues el Departamento Médico local actuaba sólo. Pero pocos meses más tarde el Departamento Médico general emprendía intensa campaña antipalúdica en todas las divisiones de la compañia, robusteciendo así considerablemente los esfuerzos del Cuerpo Médico local. A medida que la labor progresaba, las autoridades locales se entusiasmaban más y más con los resultados obtenidos, a la vez que se concedía más libertad a nuestras actividades. Con anterioridad a la fecha mencionada la lucha contra el paludismo en la División estaba a cargo de un Inspector de Sanidad y tres distribuidores de quinina, los que recorrían a caballo cado uno de los cuatro distritos, procurando distribuir la quinina a base profiláctica, y administrándola a todas las personas a quines se podía inducir a que la tomasen, especialmente a los trabajadores en los campamentos. No se trataba siquiera de visitar a las familias nativas en las haciendas y poblaciones. La quinina se administraba en soluciones mezcladas con ron a fin de hacerla menos ofensiva al paladar y tambien como incentivo adicional para que la tomasen los hombres.

No obstante estas medidas, en diciembre de 1925 el paludismo reinaba en toda la División. No se tiene concocimiento de cuál era precisamente su intensidad antes de esa facha. No se puede confiar en las estadísticas de las defunciones y mucho dudamos que fuera de utilidad el tiempo empleado en su estudio. Pero sí sabemos que por lo menos el 50% de las personas admitidas al hospital de la compañia lo eran por motivo del paludismo; sabemos también que en varios puntos de la División existían casos frecuentes de fiebres malignas hematúricas (blackwater fever), lo que es, a nuestro ver, índice seguro de la prevalencia del paludismo. Región donde existen casos frecuentes de esta clase de fiebres malignas es necesariamente región de intensidad palúdica, en alto grado. Pero el mejor índece fue nuestra propia experiencia y los primeros exámenes hematológicos practicados por el patólogo Dr. H. C. Clark, del Cuerpo Médico General. En nuestra inspección diaria encontramos un número excesivo de infectados y en la mayor parte de los casos la infeccion no era leve, como lo evidenciaban los exámenes de la sangre. En su primer reconocimiento efectuado en 1916, el Dr. Clark encontró que el 55.90% de las personas examinadas estaban palúdicas.

La Inmigración de Trabajadores Al-Parecer Factor Importante

En la lucha antipalúdica la inmigración de trabajadores parece ser factor de importancia. Como se sabido, la industria azucarera requiere durante la época de zafra—cuando se corta la caña y se fabrica el azucar—número crecido de brazos. Gran parte de estos trabajadores resultan innecesarios, pasado el período de la zafra. De aquí que varíe tanto la población de esta región. Este flujo inmi-

gratorio, cuando se aumenta el número de braceros, tiene que influir necesariamente en la curva del paludismo en la región y las investigaciones demuestran que así resulta en realidad. La recolección empieza en los últimos días de diciembre y es entonces cuando los inmigrantes llegan en masa a la División, estando ya palúdicos muchos de ellos. Para el mes de marzo—que suele ser el mes más seco del año—el paludismo ha alcanzado ya su mayor intensidad y desde entonces comienza a disminuir y continúa decreciendo hasta el final de la zafra, cuando principia el éxodo emigratorio. A raíz de la partida de los braceros importados se nota, año tras año, que la curva del paludismo en la población estable se encuentra algo más arriba de lo normal, pero pronto desciende, hasta noviembre o diciembre cuando se opera nuevamente un pequeño aumento. No es posible decir por el momento si tales variaciones en la curva gráfica del paludismo deben atribuirse a la meteorología y bionomía del mosquito, o a la inmigración; pero sí podemos afirmar que el flujo inmigratorio parecer ser el factor importante.

El Transmisor del Paludismo

LA malaria se transmite por el mosquito anofeles del cual hay unas cien especies distintas. De éstas, algunas son transmisoras potentes del paludismo y otras son de menor importancia. En esta región, al igual que en casi todos los países antillanos, tenmos la desgracia de que el que existe es precisamente uno de los transmisores más recios y malignos, el *anofeles albimanus*. En Cuba se han encontrado otras tres especies del anofeles—vestitipennis, grabhami y crucians—pero deben ser muy escasas en esta localidad pues el albuminus es la especie conque se tropieza constantemente.

El *anofeles albimanus* puede volar muy lejos en busca de alimento, de modo que la campaña que tenga por objeto su exterminio ha de extenderse lógicamente bastante más allá de las habitaciones. No obstante, nuestras labores se han limitado a un radio reducido alrededor de los criaderos, a pesar de lo cual se han obtenido resultados halagueños.

De día es difícil encontrar el mosquito anofeles adulto y aunque puede vérsele de vez en cuando en las habitaciones, prefiere por lo visto los campos de caña para descansar, visitando las habitaciones por la noche solamente, a fin de proveerse de sangre. Prefiere depositar sus huevos en agua clara, y lugares favorables a su producción son los riachuelos o pequeños arroyos con algas, donde quedan sus larvas fuera del alcánce de los peces. Pero el lugar ideal para la producción de criaderos aptos para el *anofeles albimanus* lo constituye la zanja de desague de una llave de agua, bien expuesta al sol, con poca agua y con yerba en las orillas. Aquí es donde se encuentran en gran abundancia. La verdad es que cualquier charquito de agua lluvia es fuente prolífica de criaderos de mosquitos.

El Problema y el Plan de Lucha Profilactica

EL problema que se nos presentaba, por tanto, era el siguiente: una área extensa con una industria que exige clima y ambiente favorables a la producción de ese mosquito tansmisor del paludismo que es precisamente el que prevalece en la región; y una población migratoria que hacía imposible a debida inspección y tratamiento durante todo el ano. Además de esto, la poblacion se componia de gente ignorante, sin los conocimientos indispensables para poder protegerse ellos mismos, muchos de los cuales estaban ya seriamente infectados, como lo evidencia el primer reconocimiento del Dr. Clark con el 55.9% de infectados. Existían además casos frecuentes de fiebres malignas hematúricas. Evidente era que al paludismo se debía el crecido porcentaje de morbilidad en la región, y obvio era también que la producción total de estos trabajadores no podía menos que ser deficiente, debido al estado morboso de los mismos. Era ésta una situación claramente desfavorable a los intereses de la compañia.

En el capítulo final de este artículo, que saldrá en el proximo número de la revista, describiremos sucintamente los métodos pleados para afrontar la situación y combatir el mal, y haremos una relación sumaria de los resultados obtenidos hasta ahora.

(*continuará*)

The preceding article is the second chapter of Dr. Malaret's paper on Malaria translated into Spanish. Chapter I in Spanish appeared in the May issue.

Readers may look for Chapter III of this interesting series featured in English in the July number and in Spanish the month following.

The *Gunderson* Brings Perfect Cargo of Bananas to Saint John, New Brunswick, from Jamaica

SAINT JOHN, New Brunswick, gave rousing welcome to the first steamer arrival of a full cargo of bananas consigned to the Canadian Banana Company, Ltd. The S. S. *Gunderson*, commanded by Captain H. C. Seeberg, docked at the Canadian Pacific Wharf No. 7 with 28,750 stems on May 9 and discharge commenced on the morning of May 10. The vessel reached Saint John from Jamaica in five days and twelve hours.

The new service was heralded by lengthy newspaper articles and the populace turned out in throngs to welcome the first arrival.

The *Gunderson* brought a perfect cargo of fruit which was discharged in record time. Despite the handicap of adverse tidal conditions which prohibited the use of machinery, the first section of twenty-four cars was on its way at 1.20 P. M., and the discharge was completed shortly before 8.00 P. M. Specially constructed wooden tubs equipped with wheels were employed in lifting the bananas from the ship's hold. Once on the wharf the tubs were pushed to car doors and unloaded. The wharf layout, arranged by the Harbor Commission of Saint John in cooperation with the Canadian Pacific Railroad, left nothing to be desired.

The first stem of bananas discharged from the *Gunderson* was presented to Mr. Alex Gray, General Manager of the Saint John Harbor Commission.

The local banana trade in Saint John together with visiting company officials were luncheon guests of Captain and Mrs. Seeberg aboard the *Gunderson* on May 10. The day following the entire party met at the Mansion House as guests of Messrs Goodwin, Estabrook, Willett, and De Bow, representing the banana trade of Saint John. The warm hospitality and unfailing courtesy of the Saint John trade left a profound impression with the officials of the Canadian Banana Company and others who were present. Speaking at the luncheon Mr. Estabrook expressed confidence that the new banana company in Saint John would meet hearty welcome throughout the province and would be an important factor in the development of trade. On behalf of the Canadian Banana Company Mr. L. W. Minchin voiced appreciation for the splendid manner in which the first steamer had been received and gave assurance that the new company would not fail to give primary consideration to the well-being of the Canadian trade.

The local officials of the Canadian Banana Company in Saint John are Mr. L. E. Court, manager, and Mr. N. L. Haring, accountant. H. E. Kane & Company are the Saint John steamship agents.

Employees' Stock Purchase Plan, July Allotment

This is to remind you that another allotment of shares under the Employees' Stock Purchase Plan will be made on July 1, 1929.

Employees completing three years' continuous service between April 1 and July 1, 1929, will be eligible to subscribe for stock at $115.00 per share as provided in the Plan as amended in our circular letter of January 2, 1929.

Subscribers who have received increases in salary since April 1, 1929, may subscribe for additional shares in the July 1, 1929, allotment on the basis of such increase.

Subscriptions for the July allotment should reach the General Office not later than July 1.

Treasurer.

Cristobal

THE bulletin board announced the wonderful news that on Friday, April 5, the Cristobal baseball team would leave for Almirante to play the Panama team in the Interdivisional Baseball League of the UNITED FRUIT COMPANY, and that all employees who could be spared from their work would be permitted to accompany the team as the guests of the Panama Division.

Closing time came at last on Friday evening, and gradually those fortunate enough to go trooped down toward the dock, where the S. S. *Suriname* awaited the joyous cargo. Our sturdy craft did her best to reach Almirante to discharge her passengers in time for the races at Guabito, and she succeeded nobly.

On board banter and frolicking in general prevailed. Tony Raymond rode hard over the ball team. He told them what to eat, and how to sleep, and he cut down their smoke allowance. He was out to win the ball game and if he had to lick the team individually and collectively in order to keep them fit, he was going to do it.

After a night's rest, everyone was astir early. Spirits were somewhat low due to the gathering of clouds on the horizon, presaging the possibility of rain at Almirante. However, after the pilot had come aboard, suddenly, as if by magic, the haze lifted, the sun appeared, and the entrance to Almirante harbor was before us. Spirits rose at once. After a stately passage through the "Bull's Mouth," the *Suriname* dropped anchor off the island of Bocas del Toro. In answer to three sharp blasts two launches put out from shore and when they drew near we discovered that one was the renovated auxiliary schooner *Talamanca* and the other a small launch carrying government officials. Aboard the former was the reception committee from Panama Division, consisting of Mr. E. C. Adams, Manager of the Division, Mr. Osborne, Mr. McGowan and several others. Bidding good-bye to the captain and officers of the *Suriname,* our party then transferred to the *Talamanca.*

The trip through the Chiriqui Lagoon was truly beautiful. The sun shone down, but not with its usual intensity. The Lagoon is one of the finest harbors in the world. It is completely land-locked and offers the greatest protection to ships. To one acquainted with the islands of the St. Lawrence, the trip to Almirante compared favorably, but instead of mansions and castles, the only habitations were the native thatched huts of the Indian tribes in the numerous villages surrounding the Lagoon.

Billeting the party on the way to Almirante was reminiscent of France during the war. Each family in the Panama Division had had a number of Cristobal people assigned to it, and at the pier names were called out and the hosts were waiting to welcome their guests. Three stops were made, the last at the Manager's private wharf, where the final group left the *Talamanca.*

After luncheon a special train started for Guabito, twenty-five miles away. The trip took us through plantations, jungles, cattle lands and cocoa farms. When we arrived at our destination the horses were lined up for the third race. Everyone hastened to the grand stand or out to the pari mutuel booths. What the Guabito track lacked in fancy trimmings it made up in enthusiasm and local color.

Dinner at the Pioneer Club was followed by dancing until the small hours of the morning, when the party boarded the train for the return to Almirante.

On Sunday morning a sightseeing jaunt took us to the Commissary, the cocoa plant, and the various offices and clubs of the Division. A swim was followed by a delicious buffet lunch

served in the Manager's quarters, after which everyone headed for the ball field.

The rooters for both teams vied with one another in encouraging their men. Playing like big leaguers, the Cristobal team succeeded in capturing the first game by a score of five to three. After the game the Almirante team held a conference. When they emerged, their faces bore a determined look. Almirante was going in to the second game to win. Through a superhuman effort the home team was victorious by a score of seven to three.

This double header was a very pleasant affair. The decisions of the umpire were respected by both teams at all times, and although the games were hotly contested, a spirit of camaraderie was apparent throughout. The Cristobal team left the field with the conviction that they had just played two games with a team made up of the best sports they had ever encountered.

In the evening a farewell dance was held at the Banana Club. All too soon word was received that the S. S. *Iriona* had arrived and the visitors had to take leave of their Almirante friends. Aboard ship the Cristobal crowd lined the rails and many were the cheers given for Mr. Adams and the other members of the Panama Division. The *Iriona* then turned round in the slip and pointed her nose toward Bocas del Toro, everyone on board unanimous in the feeling that this was one of the most enjoyable and successful trips afforded the employees of the Cristobal Division. It had given them an insight into the workings of the UNITED FRUIT COMPANY in its producing divisions, it had brought the personnel of the Panama Division and the Cristobal Division in closer contact, and it had created a feeling of gratitude to the Company for its generosity in providing the opportunity for this memorable outing.

TONY RAYMOND, Claim Agent, was called to the counter recently by a distinguished looking gentleman who had just entered the office. The caller murmured something, but the only word that Tony caught was "Raymond". Tony nodded in the affirmative and said, "Yes, my name is Raymond," and the stranger said, "My name is Raymond." Finally they got it settled and the visitor turned out to be the Great Raymond, magician and entertainer. From the length of their conversation, Bill Adams remarked that Tony was no doubt trying to get some pointers from the Great Raymond on how to produce lost packages and pay claims and by sleight of hand take back the money.

The following appeared in the society column of the local Kingston paper some time past: "Passengers Arrived Per S. S. *Sixaola* Yesterday from Cristobal Mr. Herbert Lewis and 3 Deckers." The members of the passenger Department, of which Mr. Lewis is Chief Clerk, are wondering what the reason was for the distinction.

Mr. J. K. Black, Chief Receiving and Delivery Clerk of the San Francisco Division, was a visitor by the S. S. *Esparta* March 26. Mr. Black stayed over at Cristobal while the *Esparta* proceeded to Limon, and spent interesting days with the Freight Department. We were very glad to have Mr. Black with us, and we feel that the personal touch he established will result in still closer understanding between our two Divisions—San Francisco and Cristobal.

Mr. William Middlemas of the Audit Bureau, Division Accountaint's staff, New York, was a passenger to Cristobal on the S. S. *Metapan* March 27. Mr. Middlemas visited several of his old friends from the New York Division who are now members of the Cristobal staff.

Mr. P. R. Calder, Chief Accountant of the UNITED FRUIT COMPANY, was a visitor to Cristobal on April 22. Mr. Calder came overland from Chiriqui to Panama City and was met at Las Tablas by Mr. J. G. McClure, Division Accountant, Cristobal, and Mr. T. H. Jacome, Agent of the UNITED FRUIT COMPANY in Panama City. Mr. Calder had a beautiful coat of tan due to exposure to the tropical sun en route to Panama City. He departed for Port Limon on the S. S. *Suriname* April 22, in company with Mr. Carl Krauth, Division Accountant, Costa Rica, who had arrived in Cristobal the day before.

Mr. T. J. Barnett of the Chief Engineer's office, Boston, paid us a brief visit on April 22, leaving on the *Suriname* the same day for a tour of the Tropical Divisions.

Miss Ann Raymond, daughter of Mr. Tony Raymond, Claim Agent, was married on April 18 to Lieutenant Pardo Martin of the United States Air Service at Cristobal. Lieutenant and Mrs. Martin sailed on their honeymoon on the transport *Somme*, April 21.

Manuel Montejo, a prominent business man of Costa Rica, and his family, were passengers to Limon on the S. S. *Calamares* on April 22.

Dr. A. A. Facio and his family were passengers to Port Limon April 15 on the S. S. *Toloa*. Dr. Facio was returning to Costa Rica after a year's vacation in the United States.

Prominent among the passengers arriving at Cristobal on the S. S. *Calamares* on April 22 was Señor Don Ricardo Alfaro, Panamanian Minister to the United States.

Mrs. John W. Lowe, Jr., wife of John W. Lowe, Jr., Superintendent of the Revere Sugar Refinery, accompanied by her daughter Constance, arrived at Cristobal on the *Toloa* on April 15.

Mr. and Mrs. Minor C. Keith sailed for New York on the S. S. *Calamares* April 28.

ON Friday evening, April 19, a struggle for bowling supremacy took place between the teams of the Accounting and Freight Departments. The Accounting team, ably captained by Charley Wills, opposed the strong Freight Department team under the direction of Harry Einerman. For several weeks the two teams had practiced secretly and the Cristobal Division was divided into two camps, each enthusiastic about its favorites. The long awaited night came at last and the Panama Canal Club House at Cristobal was packed to capacity. True, Harry Einerman's team went down to defeat, but what they lacked in science they made up in enthusiasm. The final score of the Accounting Department was 1,296 points against the 1,164 points of Freight Department. The heroes of the evening were Vallarino of Accounting and "Lefty" Wallace of Freight. It is rumored that the defeat of the Freight Department may be accounted for by the fact that several of Harry's instructions were misunderstood due to their being strained through his newly-grown moustache and when they reached the members of the team for whom they were intended they were muffled and incomprehensible.

Looking over the scores on the bulletin board of the Cross Roads Club, Bob Chambers of the S. S. *Calamares* has gathered courage and roundly challenged Einerman for another match to take place in the near future. We are saving up our small change and when this match takes place Harry will carry our money.

A visitor to Cristobal the week ending April 27 was Mr. Rafael del Castilla, Agent for the UNITED FRUIT COMPANY at Cartagena, Colombia.

Mr. H. J. Dannicker of the Chiriqui Land Company was a recent visitor. Mr. Dannicker was en route to his home because of the serious illness of his father, but he received word at Cristobal that his father had passed away on April 21. The Cristobal Division offers its sincerest condolences to Mr. Dannicker in his great loss.

Mr. T. P. Simmons of the Chiriqui Land Company passed through Cristobal on April 19 en route to Port Armuelles.

A prominent passenger sailing for New York on the S. S. *Calamares* on April 28, was Admiral H. H. Christy, Commandant of the Fifteenth Naval District at Balboa, Canal Zone.

Sailing on vacation:

Mr. Chester A. (Woodrow) Wilson of the Banana Exportation Department sailed for New Orleans on the *Parismina* April 18. Mr. Wilson will tour the Southern States by automobile and intends to return to Cristobal via San Francisco. Woody is one of the old timers with the Company, although there is a break in his service. He started many years ago in the Panama Division and after nursing numerous varieties of the banana he went into the automobile business. But fixing tires and draining crank cases were not to his liking and he returned to his first love, the banana, reentering the service of the UNITED FRUIT COMPANY as Chief Clerk to Philip Hamilton at Cristobal.

Mr. H. A. (Bill) Bailey, Assistant Chief Stevedore of Terminal Operations, sailed on the *Esparta* May 4 for San Francisco. Mr. Bailey will motor from San Francisco to New York, where he will meet Mrs. Bailey and their daughter Naomi, who had preceded him to the States, and they will then return to the Isthmus.

Also leaving on vacation were Mr. Clarence Moore, Accounting Department, sailing on the *Toloa* April 21, and Miss Kirby Ferguson, Accounting Department, sailing for New York on the *Calamares* April 28.

Tela

S. S. San Gil. Sailed for Boston: Mr. Verson W. Gooch.

Engineering Department: Mr. Bump and Mr. Marthens left for Castilla on a few days' tour of work in progress in Truxillo.

Hospital: Dr. Nutter: "Do you assimilate your food?" Gladys (from Jamaica): "Lawd, no, doctah. I jes eats hit as everybody else."

S. S. Castilla. Arrivals: Mr. Victor Cottone; Mr. M. Garcia, nephew of Don Manuel, from New Orleans; Mr. Donaldo and his mother from Barrios.

Departures: Mr. C. Merriam, Merchandise Department; Mr. W. E. Edwards, Locomotive Engineer, for Barrios. Sailing for New Orleans: Mr. S. Dabrowski, Accounting Department; Mr. J. Cifuentes, Agency Office; Brigadier G. Richards and Captain Bonne, U. S. Marine Officers, and Mrs. Enochs, who has been a guest of Mr. and Mrs. Walter Bay.

Old Tela-ites: In conversation with Mrs. Enochs it transpired that there are a group of old Tela-ites at Santa Marta who enjoy the Tela News Bulletin. Among them are Mrs. Enoch's son, Kirby; Thompson who used to work in the Accounting Office; also George White, and others. They all eat at the Club and read news of Tela and Tela people with zest. Evidently once a Tela-ite, memories of Tela still linger.

S. S. Tivives. Returned from vacation: Mr. W. A. DeFreitas, Assistant Cultivation Overseer, La Fragua Farm.

S. S. Abangarez. Returned from New Orleans: Dr. R. J. Thompson, Dentist, en route for Castilla.

New employees arrived: Mr. W. R. Jones, Clerk for Drafting Room; Mr. D. Kirk and Mr. J. Archie, Locomotive Engineers; Mr. J. B. Petrie; Mr. W. E. Porter and Mr. L. T. Dixon, Conductors

Tela Yachting Club: We note that yachting is becoming quite a craze with a number of the Tela men. A visit to certain rooms in "318" would reveal many spars, rudders, masts and sails, the only things missed being the salty beard and the quid of tobacco. There is talk of erecting a spacious club house and charging a somewhat exorbitant entrance fee. Some of the governing rules for the club have been compiled. A few are given here—but this is *sub rosa,* as the writer only got a glimpse of the rules by stealth. (Note: the Editor accepts no responsibility for the following):

1. A healthy balance to enable proposed members to pay entrance fee.
2. All shaving tackle to be discarded so that reliable salty beards may be grown.
3. A practical knowledge of interior decorating. (Necessary to enable yacht to be duly painted). No more colors than there are in the rainbow shall be permissible.
4. A "W. W. Jacobs" hero capacity for froth blowing.
5. A sturdy pair of arms to paddle so that the sails will work.

Arrival: Miss A. Terhune, Stenographer, Accounting Department.

Visitors: Mrs. Blanche Town, sister of Mrs. V. T. Mais and the late Mrs. R. A. Thompson; Mrs. Mike Dew's sister.

Guaymas Party: Guaymas District threw a party one Saturday night, to which many of the Tela people were invited. The party was a huge success and all the guests from Tela wish to thank Guaymas for a most enjoyable time.

S. S. Tela. Left on vacation: Mr. G. C. Thayer, Irrigation Overseer; Mrs. Ransome, sister of Mr. D. D. H. March, returned to the States after a prolonged stay in Tela.

Obituary: We regret to report the death of Don Enrique Aguirre, Overseer, Dakota Farm, who died at Tela Hospital. We offer sincere condolences to his wife and family. Don Enrique was an old employee of the Company, having served as Agent at Progreso before joining the farms.

Visitors: During April—Mr. C. E. Rollins, Manager, Truxillo Railroad Company; Dr. T. Barbour; Mr. F. Dellenbaugh; Mr.

Duvall on the Armour yacht *Utowana*. Bobbie Woolfolk, and Mr. Siddell, Chief Draftsman, Castilla, made a flying trip and returned the same day. Mr. H. Wing, formerly in Tela Commissary and now Merchandise Inspector, was a recent visitor.

Tela Racing Association: Mr. Carlos Cottone has been appointed Secretary of the Tela Racing Association, vice Mr. C. W. Nerling.

S. S. Tivives. Arrived: Mr. E. F. Speh, from tour of other Divisions; Mr. H. Sutton, Timekeeper, Guaymas District; Dr. W. Jansen, Medical Department, Truxillo Railroad Company; Mr. M. Mann, Plant Pathologist.

S. S. Abangarez. Returned from vacation, Mr. R. Ariola. Dr. A. Zelaya, Port Doctor, returned from Belize.

S. S. Tivives. Sailed: Mr. J. S. Dexter, Aviator, for New York; Mr. Coville, Lancetilla Experiment Station, en route to Limon.

S. S. Castilla. Arrivals: Mr. Crawford H. Ellis, Vice-President, New Orleans; Mr. J. Sattler, for Bureau of Soils; Mr. G. Volk, Soil Chemist; Mr. H. Dennison, representative of the Caterpillar Tractors.

S. S. Castilla. Returned from vacation: Mr. E. P. Alvarez, Accounting Department; Mr. C. Cullerton, Wireless Operator stationed at Tegucigalpa; and Mr. J. Cifuentes, Agency Office.

New employee for the farms: Mr. J. H. Carter, Timekeeper, Guaymas District.

S. S. Nicoya: The *Nicoya* made her maiden voyage, having just left the shipyards at Glasgow. The boat replaces one of the same name which recently was taken out of commission. Mrs. R. H. Goodell sailed with Mrs. Whitaker for Europe on this boat. Everybody wishes them a pleasant trip. Mrs. D. H. Crichton, with Nan, Jean, and Ian, also Dave Junior, left for Scotland. Good luck to all of them.

Bridge Tournament: Final play was held at the Masonic Club. The six leading partners of the twenty-two playing and the points made are as follows:

Mrs. Gibson and Mr. N. Volk..	14,876
Mrs. Woolfolk and Mr. R. K. Thomas	14,736
Mrs. Thompson and Mr. R. M. Beasley	14,713
Miss Marie Jones and Mr. E. G. Swanson	14,248
Mrs. Ball and Mr. Bell.....	14,125
Mrs. Towne and Mr. C. H. McClellan	13,698

Colombia

Association Football

A PRACTICE game was played on March 1, the teams—"Blue" and "White"—being composed almost entirely of members of the El Prado Club who had never played "soccer" before. A good game in which the participants went "all out" resulted in a win for the White team by a splendid goal scored by Gonyea to Nil. The keenness displayed was refreshing and several of those taking part should, with more experience, prove valuable additions to the playing strength of the Football Club.

Teams: Blue—Armijo; Ker, Dammers; King, Cooper, Harvey; Drolet, Cullen, Sousa, Kemp, and Stanley. White—Bakker; Morrison, Jones; Platt, Thompson, Oberle, Jr.; Gonyea, Graham, Jr., T. Smith, Whybrew, and Burke.

The S. S. *Coronado* opposed the United on March 4 but proved no match for the latter who, having practically all the game, ran out easy winners by 4 goals to 1. Whybrew, Jones and Ross scored for the home team in the first half. The ship's team got their only goal soon after the "breather" and Jones registered the fourth for his side shortly afterward.

Team: Bakker; Ker, Lewis; Platt, Cooper, Ellison; Ross, Jones, Wall, Whybrew, and Graham, Jr.

On March 25 a weakened United team met the S. S. *Motagua Eleven* and, being outplayed in every department, were soundly beaten by four clear goals. In spite of a high wind the ship's team controlled the ball skilfully and the forwards shot for goal hard and often. Ellison, in the home goal, had a lot of work to do and did it well.

Team: Ellison; Law, Lewis; Ker, Grey-Wilson, Harvey; Ross, Whybrew, Jones, Graham, Jr., and Platt.

The United met the S. S. *Camito* team on April 1 and, although missing many scoring chances, managed to win by two goals (both scored by Jones) to one.

Team: Ellison; Law, Lewis; Ker, Cooper, Grey-Wilson; Ross, Jones, Wall, Whybrew, McLean.

The game with the S. S. *Changuinola* on April 8 was remarkable for the fact that the home goalkeeper did not touch the ball (except to twice pick it out of the net) throughout the game. The result was a 2-2 draw but the "shoreman" should have won quite comfortably. Two goals were "presented" to the sailors as the result of the only two mistakes made by the United defence.

Jones obtained two very good goals for the home team—one from an excellent through pass by Whybrew, and the other from a good cross by McLean.

Team: King; Ellison, Wall; Ker, Lewis, Harvey; Ross, Jones, Whybrew, Sousa, McLean.

On April 13 we were decisively beaten by the Olympico F. C. by 4 goals to 1 (Wall), after holding our own in the first half, during which no goals were scored. Team: Ellison; Reynolds, Lewis; Ker, Cooper, Law; Ross, Jones, Wall, Whybrew, McLean.

On April 15 a scrappy game with the team from the S. S. *Coronado* ended in a 1-1 draw. Jones scored for the United. Team: King; Ellison, Wall; Ker, Lewis, Law; Ross, Jones, Whybrew, Hampey, McLean.

On April 18 the following represented the U. F. C. against the S. S. *Samala*: Ellison; Reynolds, Law; Ker, Lewis, Oberle, Jr.; Sousa, Jones, Wall, Whybrew, McLean.

Except for the first ten minutes the United had all the play and won comfortably by 7 goals to 1. The ship's team took the "drubbing" in the best possible spirit and frequently applauded good play by their opponents. The scorers for the home team were Jones, Wall and Sousa (2 each) and Whybrew.

On April 22, in the game versus the S. S. *Patuca,* the United were again victorious, this time to the tune of 5 goals to 3.

The game was marred by the ship's players repeatedly handling the ball. Two certain scoring shots were deliberately punched out by the Backs, but goals accrued from the resulting penalty kicks (Jones & Wall).

Jones (3) and Wall (2) scored for the United.

Team: Graham, Jr.; Ellison, Law; Ker, Lewis, Harvey; Ross, Jones, Wall, Whybrew and McLean.

A SURPRISE birthday party that was really a surprise was given for Mrs. Fletcher A. Hatch, on Sunday, April 14. Mr. and Mrs. Hatch were having dinner with Mr. Heyl and Mr. Kansas, when all the guests convened, and as Mrs. Hatch rose from the table she received many a handshake and kiss. A dance followed at which refreshments, made by the ladies of the Prado were served. Everyone enjoyed the event immensely, and we all hope Mrs. Hatch will have many more such birthdays.

New Employees: Messrs. Fred A. Trombly, M. B. Agrikan, and E. J. Witter, Draftsmen; Mr. Frank L. Sucumano, Student Draftsman; Messrs. W. H. Dillingham, D. R. Terrill, and J. L. Macnamara, Engineers. Other newcomers are Mr. Douglas Matheson and Miss Alice A. Virta.

Mr. James McGovern of the Law Department, General Office, Boston, is with us for a short time. We hope it won't be too short.

The sympathy of the community goes out to Mr. K. C. Brewster, our hospital technician, whose sister passed away on March 29 while Mr. Brewster was en route to the States, having been called home by her illness.

On April 3 Dr. Alfred Gage of our local hospital staff sailed for New Orleans, having resigned from the Company's service. During the short time he was with us he had become

universally esteemed and very popular with everybody, and his departure is regretted. We shall especially miss his graphic rendition of the Kingston alphabet. He takes with him our heartiest wishes for success in his new sphere.

Dr. Jorge Camacho Moya, a graduate of schools in Paris and Valencia, and of the Colegio de San Bartolomé of Bogota, arrived on the *Changuinola* April 8 to join the hospital force.

Our Medical Superintendent, Dr. Larry Drennan, sailed on vacation in April to join Mrs. Drennan and the family in the States. It is understood that he will take in a few ball games.

Sailing on vacation:

Mr. S. Irwin, Line Construction Foreman, on May 8.

Mr. W. B. Scott, Chief Draftsman, Colombia Division, and Mr. J. P. Smith, Construction Foreman, on May 22.

Mr. William Bauer, Dragline Operator, left for the States on the *Metapan* April 3.

On the *Santa Marta,* April 24: Dr. L. M. Drennan, Superintendent of our Medical Department; Mrs. E. J. Oberle and her son Jack; and Mr. J. R. Kansas, Superintendent of the Material and Supply and the Merchandise Departments.

The Importance of Physical Fitness

By T. B. Wall

SUNDAY is, particularly in the tropics, the one day in the week which, more than any other, may be and generally is utilized for the restoration of the human machine to its ideal condition, viz.: the state of harmonious development, coordination of mind and muscle —the complete state of physical fitness.

It cannot be denied that after six days spent at an occupation in which the mental strain has been considerably greater than the physical, something is required whereby the balance will be restored. This object can be attained by participation in games. The saying attributed to the Duke of Wellington that "The Battle of Waterloo was won on the playing fields of Eton" causes one to consider what the playing fields mean to us in the ordinary "Battle of Life". Sport in all its branches furnishes in minature many of the qualities which go far to insure success in business—physical fitness, leadership, intensity of purpose and comradeship.

A healthy body ensures a healthy mind and one who has qualified on the playing fields under the following definition of "A Sportsman" most certainly possesses the latter:

A Sportsman

Plays the game for the game's sake.
Plays for his side and not for himself.
Is a good winner and a good loser, i.e., is modest in victory and generous in defeat.
Takes all decisions in the proper spirit.
Is always ready to help one who is less proficient than himself.

It therefore behooves us all, if we would have a healthy body and a healthy mind, to make the most of our Sundays and holidays—to play hard and so fit ourselves to work hard.

On November 26, 1928, Mr. and Mrs. George H. White presented a son and heir, John Curtis, for the admiration of the Santa Marta Prado. Not the least of young John's admirable qualities is his sunny disposition. The young man will accompany his mother on a trip to Plymonth, New Hampshire, in the early part of May, to visit his grandmother.

Mr. W. A. Williams, of the Construction Department, left on the *Metapan* May 2, to return to his home in Kentucky. Mr. Williams has the sympathy of all his friends in Santa Marta on the sudden death of his father.

Dr. H. M. Walker returned to Santa Marta after some weeks in the States.

Miss Lee Cahusac of our hospital nursing staff returned on the *Coronado* April 15 from vacation spent in the Isle of Springs.

Costa Rica

Agricultural Department Holds Important Meeting

On Tuesday, April 9, at 4 P. M., a meeting was held at the Community House under the auspices of the Agricultural Department, with Mr. Samuel Kress presiding. The Department was present en masse, special trains having brought in all men from the farms. In addition, the heads of other Departments and some of their employees were present.

The purpose of this meeting, as explained by Mr. Kress, was to have Dr. J. R. Johnston, Director of Agricultural Research, as well as the members of the local Research Staff, address the gathering on the nature and importance of the work being done by the Research Department, in order that the Department may secure even more cooperation than in the past, and the utmost advantage be taken of its findings. The fact was emphasized that these meetings afforded everyone an opportunity to meet and hear not only officials from the Domestic Divisions but also many other employees who are actively engaged in the operating end, handling and solving the various problems of our far-flung organization. Mr. Kress stated that the Research Department has been organized to help us in raising superior products and it is up to the Agricultural Department to do its full share toward helping the Domestic Divisions get the best on the market. Proper land selection for new cultivations, correctly timed cutting of bananas and reaping of cacao are features which have been aided by extensive studies on the part of the Research Department.

Mr. Kress introduced Mr. Rambo, Cacao Chemist, who stressed the exacting attention and care necessary in the fermenting of cacao beans in order that they may be of the highest possible quality. He emphasized the value of cooperation between the Farms Department and the Research Department, and spoke of the improvement in the quality of our cured cacao obtained from such cooperation in a campaign to eliminate the reaping of underripe and green pods.

Mr. Henrickson, Plant Breeder, outlined the work of his Department, in the outturn of the products. He stressed the fact that in the cultivation of cacao we are primarily interested in an increase in yield and production. In order to achieve the maximum results it is necessary to carry out a series of varied experiments. Primary attention is being given to problems of cultural study, for the improvement of present plantings with the object of increased production. Projects on seed selection, hybridization, and disease, will be continued, but these are long-range studies and results cannot be obtained in less than a period of from eight to ten years.

Mr. W. W. Pate, Soil Chemist, spoke on the problem of selecting soils for the production of bananas. An interesting fact mentioned by Mr. Pate was that the leaves are the factories where bananas are really produced, for it is there that photosynthesis (the elaboration of starches and sugars from water and carbon dioxide by means of light) takes place and the plants must have "breathing" space not only for the leaves but also for the roots. Naturally the roots must have some oxygen to develop normally and perform their functions of carrying the necessary elements to the leaves for use in the manufacturing process going on there: this of course shows why it is important to study soils and to determine if they are of such a nature as to provide the necessary nutriments and at the same time afford breathing space.

Dr. Johnston gave an interesting talk on the very wide range of studies carried on by the Research Department. He spoke of the necessity for closely studying disease, and the adapting and growing of new products in tropical countries. Outlining the high lights in the life of the Research Department, Dr. Johnston mentioned, among other things, the difficulties encountered in 1905-06 with Panama disease in the Panama Division, Mr. Prescott's visits, of 1916-17-18, making Zent the headquarters for Research, the experiments in drainage undertaken by Mr. Dunlap, to see the results on banana plants, and Dr. Magistad's studies as first Soil Chemist for the Company.

Dr. E. I. Salisbury, Superintendent of the Medical Department, gave a brief but very in-

teresting talk on keeping physically fit by proper diet and exercise. He pointed out the necessity of adhering to a much different diet in the tropics than in temperate climates. The proper care of patients suffering from malaria or other diseases, and the method of administering first aid treatment for snake bite, were also described by Dr. Salisbury.

Costa Rica Celebrates Anniversary of Battle of Rivas

TUESDAY, April 11, being a holiday, the anniversary of the Battle of Rivas, when the filibuster Walker was defeated, the children of the Hospital Point School celebrated the occasion with a picnic to Portete Beach.

Though the buses were scheduled to leave at 3 P. M., all the youngsters were on hand and "rarin' " to go at two o'clock. A compromise was made and the buses started out ahead of time accompanied by the cheers and yells of glee of the young hopefuls. Mrs. Thor Henrickson and Miss Martha Seuss, popular school "marms," and more popular than ever on this day, chaperoned the party.

On arrival at Portete there was a mad scramble to don bathing suits and the beach was soon alive with joyous youngsters. When it comes to swimming and diving Limon takes second place to none, in the junior class. For diving, Margaret Ames has our backing any day, and for speed and distance swimming, Frank Miller is hard to beat.

A luscious supper was soon ravenously disposed of, and the time to return home arrived all too soon. Some of the picnickers, desiring to make it a real outing decided to hike back to the Point. Johnny Sheehy, the youngest of the hikers, valiantly led his cohorts into town.

ON March 30, a tragedy in the form of the burning of half Limon's theatrical district, represented by the "Teatro Moderno," disturbed the usual peaceful tropical Sabbath day.

A more serious catastrophe was averted by the prompt action of Limon's able volunteer fire fighters, composed of and directed largely by UNITED FRUIT COMPANY employees. The theatre was totally destroyed and one neighboring building gutted, but to prevent the spread of the fire to adjacent structures, the majority of which were wooden, was a considerable feat—the result of capable directing and hard work. The flames and heavy thick smoke which rolled skyward before the fire was under control were very ominous.

The grateful Limonites sent an open letter of appreciation to the *Tribuna* in San Jose, expressing their indebtedness for the aid, in equipment and man power, "so generously given them by the UNITED FRUIT COMPANY and the Northern Railway."

Sunday morning, April 14, saw the resumption of baseball hostilities between the Benedicts and the Bachelors.

Under the able leadership of D. J. Cloward, the Benedicts made a desperate attempt to wrench supremacy from the Bachelors, and up to the fifth inning it looked as if they were to have their day, for the score stood 7 to 4 in their favor. However, the scoreboard was their undoing, for on it someone had written "Old Men" and "Single Boys," to denote the two sides, and the psychology of that worked against the poor married men, for they cracked, lost their lead, and the game finished with the football score of 22 to 16.

Charlie Gerchow and "Fats" Prince were on the mound for the "old men," while Jack Kelley and Haase pushed the pill for the "boys." Cloward started a desperate ninth inning rally by knocking out a wicked home run, but all in vain. Jimmy Clemmer indulged in a batting orgy, annexing a homer, a three bagger, a two bagger and a single in four times at bat!

Train Dispatcher J. A. Moore has been Acting Chief Train Dispatcher, in the absence of Arturo E. Fay, away on vacation.

A lively sendoff was given to William Lawson Lockhart, banana planting expert, who left on board the S. S. *Toloa,* April 20 on vacation. The cheers that "Baldy" received from "the friends he was leaving behind" on the dock, nearly caused him to cancel his vacation, but the thought of his trip to the Maine woods decided him.

Also sailing on the *Toloa,* was Don Gonzalo Echeverria, of the Company's Legal Staff, off to the States on vacation.

On board the *Saramacca,* which landed on April 23, were Mr. P. R. Calder, Chief Accountant of the Company, and Mr. James McGovern of the Legal Staff. On the *Calamares,* which arrived April 25, was Mr. Lionel Udell, the Company's Treasurer. Mr.

Calder spent a week in our midst, but Messrs. Udell and McGovern were with us only a few days.

On Thursday night, May 2, Mr. Calder quite belied his assertion that he was no speaker by giving a most interesting and illuminating informal talk to Department Heads and members of the Accounting Department at the Community House. He described the functions and purpose of the Accounting Department in such an interesting manner that his talk made an indelible impression on all his hearers.

The ball team lost its stellar third baseman when William Larkin, of the Accounting office, sailed on the S. S. *Cavina,* April 26, bound for England and vacation, and thence to the States. Bill had a royal send off, and the ship swarmed with friends to wish him Godspeed, a contingent of beautiful damsels adding color and pathos to the animated scene.

Vacations being the order of the day, the *Cavina* departed with George C. Moffatt and family, also Gustavo Jacobson and Mrs. Jacobson. George, who is Foreman of the Engine Shed, is bound for bonny Scotland, and Gustavo, Railroad Engineer, is off for the old homeland, Sweden.

On the *Pastores,* May 4, another trio of vacationists set out for the States: F. A. Tenny, scientific farmer and tractor expert, Edward Pauly, "big" property man of the Accounting office, and Sheldon Gordon, banana farmer and big league tennis player. There have been so many postponements, delays, last appearances and false alarms connected with Eddie Pauly's vacation, that the skeptical gathered in great numbers to see that he was actually aboard, had a stateroom, luggage, ticket, etc., etc. Satisfied that there was no hitch or catch to the matter, everyone proceeded to shower good wishes on him. The more good wishes he received, the gloomier he grew, until finally, overcome with emotion and with tears streaming down his cheeks, Eddie asked Captain Glenn to take the boat out so that he positively couldn't weaken—and the Captain did.

Aviation offers a young man a splendid chance to rise, so Archibald L. Wright, Agricultural Office, Limon, resigned his position and sailed on April 6, aboard the *La Perla,* to join the force of the Pan American Airways, Inc., in Cristobal, Canal Zone.

Siquirres

THE building of the new Experimental Station, in connection with the Research Department, is progressing rapidly. When completed it will be an interesting as well as beautiful "show place" of which Siquirres and the whole Division may well be proud. This project is under the supervision of Mr. Alfred Keyes.

Mr. Vincent Millen, Engineering Department, has been transferred to San Jose for a time. "Penny" says he is going up for experience—we assume he means in the Engineering line. Siquirres will miss his winning smile and delightful southern drawl.

Mr. J. Ralph Brooks has joined the Engineering Force and is stationed in Siquirres. We are glad to welcome him to the fold.

To celebrate their wedding anniversary, Mr. and Mrs. Warren F. Prince, Siquirres, entertained at a week-end party and dance. The dance, on Saturday evening, was held on the large porch of the Princes' home, and the ferns, flowers and soft lights made an ideal setting. Everything was devised for the pleasure and comfort of the guests. Even the power plant added to the general amusement by breaking down and causing the lights to go out during an especially dreamy waltz. No casualties were reported as an outcome of the rush to get more lights. During the evening there were luscious eats, for which the hostess is famous, and a delicious punch. On Sunday there was tennis for the ambitious, swimming for those who needed reviving, and bridge for the serious minded, all climaxed by a sumptuous picnic dinner spread on the porch in the path of the cooling breezes. When the time for departure arrived, the guests all agreed that it had been a delightful affair.

The plumber reached up and rang the bell. The door was opened by a maid. Inside the hall stood the master and mistress of the house.

"Are you the plumber?" asked the dignified-looking old gentleman, who was very methodical in all he did.

"Yes, sir."

"Very well, then, allow me to acquaint you with the cause of all the trouble before we go any further."

The plumber turned to the mistress of the house, and extended a grimy hand.

"Pleased to meet you, ma'am," he said, cordially.

Preston

Mr. O'Hearn: "Walter, do you know what famous English novelist Mr. Schuyler mentioned when he gave his instructions to the Agricultural Department?"

Mr. Long: "No, Mr. O'Hearn, I do not. What famous English author did Mr. Schuyler refer to?"

Mr. O'Hearn: "Hall Caine!"

Mr. Long: "Mr. Gilmartin, kindly use the key to the camera on Mr. O'Hearn."

THE Harvesting Season at Preston is now well into its stride, operations continuing without pause day and night. Everyone literally has his back into the work, from the cane-cutter bending over his "machete" to the stevedore laboring under his 329 pound bag of sugar.

Since the last issue of UNIFRUITCO, five records have been broken at Preston: on April 26 a record production in one day was made with 8,149 bags of sugar, this again being broken on May 4 with 8,203 bags; on April 27 the largest number of tons of cane were ground in one day, 9,479 tons; on the same day we achieved the highest weekly production of 50,175 bags of sugar; on May 4, about midnight, the old crop record of 1922—702,-181 bags of sugar, was passed; on May 9 a record number of cars of cane were loaded, 469 cars in one day.

Almirante-Cristobal Baseball

THE Cristobal Division baseball team with their "Cross Roads Club" rooters, fifty strong, steamed into our midst on April 6.

It became apparent soon after our visitors arrived that they honestly expected to put our baseball team decidedly out of the running for the UNITED FRUIT COMPANY pennant.

Their first shock after landing was to discover that we had a baseball park modeled after the Polo Grounds at New York, and they were shocked again when they learned that the Almirante team wore baseball suits.

On Sunday afternoon, the 7th, two seven-inning games were played. The first game went to Cristobal by a score of 5 to 3. We have no excuses to make for going down to defeat. It was our own fault; the Cristobal players were almost as good as they thought themselves and much better than we had estimated. They caught us napping, and when we awakened the game was beyond our grasp.

Winning the first game by two runs was a grave error on the part of the Cristobal management, showing a pronounced lack of foresight in that it aroused the ire of Almirante

Following the close of the first game, the Almirante team gathered in a group, laid their plans, and went to work on Cristobal in earnest, beating them decisively by a score of 7 to 3.

Although the first game was the most interesting of the two, the second proved conclusively that the Cristobal Nine, without years of training, could never hope to approach the style shown by Almirante. Our team played as one man, outclassing the Cristobal brethren in every department. Our worthy pitcher, Eddie Starr who, by the way, pitched both games, passed only one man. As for hitting, it is unnecessary to point out who hit all of the home runs and three baggers, and most of the two baggers. Reviewing the total score for 14 innings, we beat them 10 to 8 and did not have to call on our reserve pitcher.

Notwithstanding, the Cristobal bunch are great sports and fight to the last ditch. They are a trifle hard-headed as they are not yet convinced that we are unbeatable, so we suppose we'll have to go to Cristobal and prove it on their home grounds. Ho, hum, wish we had some competition!

LINEUP

First Game				*Second Game*			
Cristobal			*Almirante*	*Cristobal*			*Almirante*
Wells	3B	Hickey	2B	Wells	3B	Hickey	2B
Coffey	CF	Paterson	3B	Coffey	CF	Mather	3B
Lowande	SS	Vorhaben	1B	Lowande	SS	Vorhaben	1B
Raymond	RF	Starr	P	Brennan	LF-P	Starr	P
O'Neil	LF	Bookout	C	Raymond	RF	Bookout	C
White	2B	Morris	RF	White	2B	Morris	RF
West	1B	Olson	CF	West	1B	Olson	CF
Peterson	C	McGarvey	SS	Peterson	C	McGarvey	SS
Brennan	P	Sawyer	LF	Campbell	P-LF	Sawyer	LF
		Mather*					

*Batted for Sawyer in 7th.

Castilla

THE following new employees arrived in the Division during the months of March and April:

Miss Eunice R. Warren, R. N.; Dr. J. A. Lopez, Physician; Mr. W. R. Wood, Jr., Civil Engineer; Mr. L. J. Lefebvre, Accounting Department; Messrs. E. E. Murphy and J. Lachmund, Draftsmen; Messrs. P. M. Keneflick, I. L. Hendrick, H. Bloomfield, A. J. Masland, W. E. Cowell, and A. T. Brown, Timekeepers.

Also several former employees, who decided to cast their lot with the Company again, viz., Messrs. Adolphe LeBron, R. E. King and Ferdinand Haller.

We had the pleasure of a visit from Mr. Francisco Saenz, District Superintendent, Santa Marta, for two weeks during the latter part of March and the first part of April.

Mr. H. W. Wing, Merchandise Inspector, spent a few days in Castilla during April.

We were very sorry to lose Mr. J. R. Milligan, of the Accounting Department, who returned to the States because of ill health.

The first baseball game of importance since the Tela-Castilla series was played on the Castilla diamond on April 22, between married and single players. The game lasted only seven innings, the final score being 17-3 in favor of the Single Men. "Doc" Phelps twirled for the Benedicts and Wetterhall for the Bachelors. Most of the married men have now decided to take up golf.

Employees' Stock Purchase Plan

Some Important Facts of Particular Interest to All United Fruit Company Employees

THE first subscriptions under the Employees' Stock Purchase Plan will mature on December 31, 1930 and other subscriptions will mature each three months thereafter.

When the first subscription price of $96.00 per share was fixed UNITED FRUIT COMPANY stock was selling in the market for $112.00 per share. When the price of $115.00 per share was fixed for subscriptions on and after April 1, 1928 the price of Fruit shares in the market was $139.00.

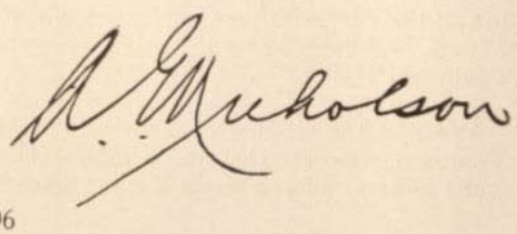
The market price has been higher and of course there is always the possibility that it may go lower, but in any event the fluctuation in the market price of Fruit shares has no effect on our subscriptions under the Employees' Stock Purchase Plan. If we are dissatisfied with the market price of Fruit stock when our subscriptions mature we do not have to take the stock—we can get our money back with 4% interest. Our subscriptions are absolutely safe.

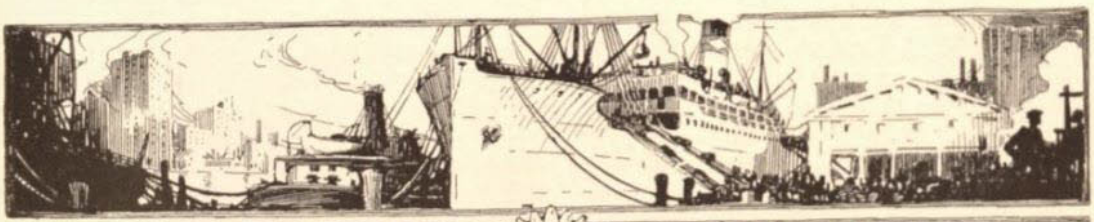
Nearly all of the strong investment stocks are now selling at prices below the prices which prevailed in the recent past, but this is not necessarily a reflection on the companies themselves. In many cases the reason may be ascribed to high money rates. Many investors whose sole income is from dividends feel that they cannot afford to continue to carry high priced stocks with a correspondingly low yield when they can switch their investments into lower priced stocks which give them a higher yield. And of course there has been a feeling widely prevalent for some time that most stocks are too high priced. This criticism may be fully justified in the case of some stocks which have never paid dividends or which are wholly speculative, but the well-established stocks—stocks that have been regular dividend payers and whose prospects for the future are good will always command a price commensurate with the value of money and the prospects of the company.

Fruit stock has often taken a dip with the rest of the market but it has always climbed back and later made a new high price. In fact the idea of an Employees' Stock Purchase Plan first came into being as a result of one of these dips in the market. Fruit stock had been selling for what was considered at the time a good price when gradually the market for good shares eased off. Fruit went with the market. Some of the Company's officials decided it was a good opportunity to acquire some shares and let the employees take them and pay for them on the instalment plan. The shares were bought and offered to the employees at a price under $103.00 per share. The equivalent price of each of those shares today is more than $300.00.

"Fruit" is a good stock. It has always paid regular dividends and has frequently paid extra dividends. Its last extra was a stock dividend of 5%. Consider what effect this has on our subscriptions under the Employees' Stock Purchase Plan. We subscribed for, say, twenty shares at $96.00 commencing January 1, 1927 and at the end of four years we will have paid $1920.00. Upon completion of the subscription we will get an additional share for the stock dividend making a total of twenty-one shares for which we paid $1920.00, reducing the cost from $96.00 per share to $91.43 per share. In addition to the twenty-one shares of stock we will receive (assuming that regular dividends only are paid from now until the completion of the subscription) a cash payment of $230.20. If we subscribed on April 1, 1928 for twenty shares at $115.00 per share our total payments will be $2300.00 and at the completion of the subscription we will receive a cash payment of $144.60 and twenty-one shares of stock which will have cost us $109.52 per share instead of $115.00 per share.

There is no reason why we may not expect for the future results equally as good as we have had in the past. We are not likely to meet any difficulties that we have not at some time or other met and overcome.





DOMESTIC DIVISIONS

Boston

General Office

THERE was a meeting of the Baseball Committee and candidates for the UNITED FRUIT COMPANY Baseball Club of Boston at the General Office, April 25, at which time it was decided to place a strong team in the field this season, the following resolution being passed:

> "Defeat New York at the Swampscott Outing in June and thereby gain permanent possession of the magnificent cup which now rests in Mr. O'Hearn's office."

Mr. Howard F. Menadier of Long Wharf was appointed Manager, and Mr. George F. Ruckenbrod was elected Captain, the voters consisting of members of the baseball team. Mr. Ruckenbrod was victorious by a vote of 10-8. His opponent was John Kechejian, our peppery hard-hitting short fielder. For the benefit of those not intimately acquainted with Mr. Kechejian, we would say that on the ball field his disposition is similar to that of Johnnie Evers, and his (Kechejian's) favorite delicacy is crabmeat salad.

The Baseball Squad has indulged in several practice sessions and some of the newcomers look promising.

Bill McGonigle surprised everyone with his fleetness of foot and ability to "stoop to conquer" hard-hit grounders.

The exigencies of the UNITED FRUIT COMPANY's business require Mr. Vincent Kennedy's permanent location at the General Office and we sympathize with the New York Division's Baseball Team at his loss. Vin will be a welcome addition to our infield, and why not? Any one who can retire at 4 A. M. and bang out four clean hits off Phil Leawood in the afternoon of the same day is welcome on any baseball team.

We are also fortunate in having Don Jones back with us. This hard-working, efficient catcher will plug the gap caused by Arthur Kehoe's resignation from the Company.

Tiny Tom Sutcliffe has at last attained accuracy with his bullet-like whip. We feel that if Tommy wears a hat this summer instead of trying to be collége he will not suffer from the sun's rays which, apparently, has been his trouble the past two seasons.

Ralph Emerson, after an absence of six years from Boston baseball, has reentered the field. Ralph has taken on about 20 pounds too much since his sojourn in Guatemala, but his initial and subsequent workouts have caused the loss of 7 pounds. This news is cheerful because he is now able to see his feet without bending and it is felt that he will be a valuable acquisition to the team.

THE Bowling League of the UNIFRUITCO Club of Boston held its Annual Banquet at the Elks Hotel, April 25.

After a very fine dinner, the bowlers were entertained by a peppy cabaret, and several vocal selections rendered by Messrs. McCormick (no relation to the Irish tenor), Campling, Richard and Farraher.

Bob Howley made an excellent master of ceremonies, ably seconded by Alan MacIntire.

To Mr. MacIntire goes full credit for conducting this highly successful affair. In fact, Alan demonstrated his organizing powers throughout the entire bowling season and to his lot fell the ironing out of countless difficulties and complications bound to arise when 113 (more or less) bowlers compete over a long period.

George Childs of the Refinery was among those present and his behavior was excellent. In spite of all this, he had a very enjoyable evening.

Howard Menadier, Manager of the UNITED FRUIT COMPANY Baseball Team of

Boston, was in danger at times of bursting his arteries, the loud laughter emanating from his direction damaging several nearby eardrums. The ribs of at least two people must be slightly out of joint due to the mighty nudges of Howard's elbows when certain numbers particularly pleased him.

Lester Jones, our New England Passenger Agent, was present—and how! It is certainly gratifying to know that at least one cigarette-lighter works. Mr. Jones gave a vivid enactment of the old axiom "Laugh and Grow Fat." Lester must have been voted by the entertainers as being appreciative of their efforts, as his whole-hearted applause brought about many encores.

Captain James J. Glennon of Team No. 2 piloted his teammates to victory, as they defeated Bill Wallace's aggregation decisively in the roll-off.

Frank Finneran of the Refinery succeeded in attaining an average of 97 for the season. He has been the mainstay of his team all season and succeeded in compiling the high 3-string total as well as high average for the season.

The Winning Team and Averages

Captain James Glennon	85
Frank Finneran	97
John Kechejian	87
Fred Nugent	87
George Farraher	85

The prizes, which were presented by one of the fair entertainers, were in the form of beautiful silver cups and these trophies will certainly be cherished by the recipients.

Several expressions of sympathy were delivered to Mr. Wallace, who captained the runners-up.

The affair ended about midnight and all who attended had what may safely be called a very enjoyable evening.

Accounting Department

MR. C. O. LEDGERWOOD, of the Fruit Dispatch Company, New York office, paid the Accounting Department a visit recently. We heard him say that he was "back at school again to learn things!"

Another visitor was Mr. M. D. Lothrop from Tela. He has a most enviable tan. We have only one Accounting Department member who can compete with him—Bill Tighe, who has just returned from a vacation in the tropics and who is also exhibiting the latest and most fashionable "Sun-tan."

Taxi! Taxi! Two taxies crashed and thirty-nine Scotchmen were killed!

Not so with our fair Bowling Team. Only ten girls were allowed in one taxi as they sallied forth to a gala evening. There was a delectable dinner under the subdued lights of the Yen Ho restaurant. The after-dinner cabaret numbers were thoroughly enjoyed and seemed a fitting prelude to a hilarious time, witnessing the antics of a "Good Boy".

Every girl felt it to be a perfectly appointed evening, with many thanks due the Bowling Team President, Mae Thomas, for arranging so pleasant a close to the bowling season.

THE UNITED FRUIT COMPANY Baseball Team of Boston defeated the Bethlehem Shipbuilding Corporation at Wood Island Park, East Boston, May 8—3 to 2. By agreement, six innings were played.

McNamara, our star twirler, set the opposition down with 3 hits and struck out 11 men in the bargain. Mac also clicked a nice single.

Don Jones, a star on defense, was a heavy sticker for the day, contributing 2 beautifully placed singles which put our team in the lead.

Sharp fielding by Bethlehem held the score to a minimum. This was plainly evidenced by the fact that 9 of our men were left on bases.

LINEUP

United Fruit		*Bethlehem*	
Kennedy	SS	Enwhistle	2B
Sutcliffe	2B	Mahoney	SS
Johnson	3B	Flynn	CF
Caffrey	1B	McCaffrey	RF
Ruckenbrod	RF	McNeil	LF
Reardon	LF	Barry	3B
Hutchins	CF	Deves	1B
Jones	C	Ackroyd	C
McNamara	P	Vallen	P

"Great White Fleet" is the key to the puzzle featured in the face of the handsome gentleman on page 637 of May Unifruitco

LIBRARY REVIEW

Marketing

COOPERATIVE MARKETING. Government Printing Office, Washington, D. C.

An authoritative report dealing primarily with cooperative organizations engaged in the handling and marketing of farm products.

It is divided into two parts, the first dealing with costs, prices, and marketing practices of cooperatives as compared with other types of distributors, and the second with the growth and importance of cooperative organizations handling the principal farm commodities marketed, such as fruit, dairy products, grain, live stock, wool, tobacco, cotton, and vegetables.

Diplomacy

ECONOMIC FOREIGN POLICY OF THE UNITED STATES, *by Benjamin H. Williams.*

A scholarly account, an illuminating analysis of the causes and forms of the new American economic diplomatic policy, which describes not only the new diplomatic outlook adopted by the United States, but also the effects of this outlook on our international relations.

Travel

SAILING SOUTH, *by Philip Sanford Marden.*

An interesting account of the author's adventurous travels in Cuba, Panama, Porto Rico, and Jamaica.

Reference Books

POCKET GUIDE TO THE WEST INDIES, *by Algernon Aspinall.*

A cyclopedia which contains concise, full, and authoritative information about the geography, climate, past history, present government, products, methods of doing business, and routes of travel of all the islands of the Caribbean.

MOODY'S BANK, INSURANCE, AND FINANCE MANUAL (including INVESTMENT TRUSTS). 1929.

An international manual, covering in one volume all the facts and figures on banks, insurance companies, investment trusts, and other financial enterprises throughout the world.

A MANUAL FOR THE USE OF THE GENERAL COURT FOR 1929-1930.

An invaluable handbook containing the constitution of the United States of America; the constitution and form of government for the Commonwealth of Massachusetts; cities and towns in the state of Massachusetts with the congressional, councillor, senatorial, and representative districts of each, and the county in which each is situated; cities in the Commonwealth with the dates of their incorporation and their population; list of those men who have held the office of either Governor or Lieutenant-Governor of Massachusetts; list of those men who have held the office of Treasurer, Attorney-General, or Solicitor-General of Massachusetts; Organization of Legislature since 1780; *list of colleges in Massachusetts, giving for each the name of its President, Secretary, Treasurer, and Dean; and a list of the legal holidays in Massachusetts.*

MUNICIPAL REGISTER OF THE CITY OF BOSTON FOR 1928.

An excellent reference book giving such information as foreign consuls in Boston (with their addresses), various city, county, and state officers, Boston members of 1928 *Legislature, and an excellent street map of Boston.*

Fiction

PEACH BLOSSOM, *by Hugo Wast.*

A love romance of the Argentine, by South America's foremost novelist.

It is a simple story of a girl of the people, told with the beauty of an idyl; a novel which because of "its sensitivity to beauty, its mastery of passionate psychology and episode," and its poignant truth, has already become famous in the Argentine and in Spain.

ROUND UP, *by Ring W. Lardner.*

A group of short stories—clever and amusing—ingenious and brilliant—characteristically, completely American.

Research Department Laboratory

THE Research Laboratories have been undergoing a slight renovation. Let us take you on a Cook's Tour of these improvements. Linoleum by Mr. V. de P. Goubeau. Carpentry by Mr. Kelley. Painting and decorations by Mr. Fred Caddick. Continuity by Mr. George Poland.

You are now in front of 268 State Street, the home of the Research Laboratories. Please enter quietly so you will not wake Mr. Pittelli and Mr. MacDonald who are in the office on your left. Do not be alarmed if there is a

disturbance, because it will only be Bill Carter ballyhooing UNIFRUIT Cartons.

Pass up these stairs to your right, which lead to the laboratories above. Now on your left is the chemical laboratory, analytical section. Through the haze of fumes and stench you may see Mr. Cheney. He is analyzing, with the aid of a Monroe Calculator, a complicated mixture of tropical earth. It is amazing how he gets his results to check. The gentleman over there with the permanent wave is Mr. Fred Dale who analyzes all the bananas so that the Statistical Bureau will have something to keep their minds busy. When Mr. Dale isn't analyzing bananas he is wiring up something, blowing out fuses or pipe fitting. You see he is quite versatile.

We will now step across the hall. On your left is the Biological Laboratory with Dr. Wolfson in the chair. Dr. Wolfson, with the aid of Mr. Stratton, tracks down the insidious parenchyma, spears the nuclei and woos the elusive amylase. It is all very interesting if you know anything about it.

To the right, now, and we will see Mr. Greene watching the bananas respire. In the bath tubs are jars containing bananas. Mr. Greene watches them breathe and measures the gas given off. From all this he has learned to ripen bananas, and he is not selfish enough to keep it all to himself. He has told everyone else all about it and after awhile they will begin to believe him.

We will next go upstairs to the third floor. You pass the morgue—pardon, I mean library. Notice the Chippendale table in the center of the room. I'll admit it doesn't look much like Chippendale, but the Accounting Department apparently thinks it is, judging from the valuation they have put on it.

On your left (if you are facing the right way) is the *sanctum sanctorum* of Mr. Poland, who reigns over this vast domain. Step softly so you will not wreck his train of thought. The charming lady with him is Miss Silva. She has charge of all the filing and stenographic work. She comes from Gloucester and today she is giving away free samples of dry salt cod to boost her home town.

This way now and we will view the converted igloo where Mr. von Loesecke, who, much to Mr. Plaisted's disgust, is afflicted with *furor scribendi,* searches and researches into the mysteries of cellulose. He is trying to make a silk shirt out of a banana stalk. The awful racket in the next room is Ernest Dale, brother of Fred Dale. Ernest is separating the protein from bananas so that Dr. Eddy at Columbia University can feed it to some rats who are on a special diet. If the rats live Mr. Reynolds of the Publicity Department will tell the world—if they die he will forget all about it.

This way out. Mr. Fred Brown will give each one a box of scientifically ripened bananas. Mr. Brown looks worried, but that is because he is going to get married in June.

Fred Dale is proudly exhibiting the silver cup he won for the highest single string during the recent bowling season. Fred shares the honor with Mr. Dixon for they both obtained a score of 128.

The Research Laboratories recently had the pleasure of viewing the motion pictures taken by Mr. Kelley during his trip abroad. Mr. Dellenbaugh also showed us motion pictures he took in the Tropics utilizing the Eastman Kodacolor film. The pictures are registered in their natural colors. The famous yellow of UNITED FRUIT COMPANY buildings showed up in all its glory.

General Office

Mr. Dellenbaugh returned to the office on April 22. His throat is much better, thank you, and we hope it may withstand the rigors of the alleged spring which we have with us this season.

Dr. Johnston must have heard about the outrageous weather we are enduring here, and decided to say where the sun shines more often. Who can blame him?

Miss Morse has been trying to find another assistant, but the combination of Research and Engineering in our files is difficult and none of those called has yet been chosen.

We were pleased to have a visit from Mr. J. N. Kelley recently. Prof. Lewis Knudson of Cornell and Dr. W. H. Eddy of Columbia have also been in the office for conferences within the last few weeks.

Dr. Johnston returned from the Tropics on May 6. He seems to have been nearly everywhere and have seen nearly everything and had a wonderful time generally.

The output of department publications bids fair to begin again shortly, as Mr. Plaisted has been circulating numerous formidable looking manuscripts. He should stand well

enough with Spaulding-Moss to get a whole box of cigars next Christmas and stimulate a lot of bowling averages.

Mr. Bailey is making a statistical study of the various factors which affect the relationship of price and volume of sales of bananas. Economic influences, variations in fruit quality, and other points bearing on the subject are being considered. The object is to gain a more complete knowledge of how and when to take advantage of economic changes in the marketing situation.

Long Wharf

MR. CHARLES P. TILTON, who has held the position of Assistant Chief Clerk In Charge of Audits, has been promoted to Chief Clerk, Cristobal Division. The boys at Long Wharf presented Charlie with a remembrance upon his departure to his new post. His work at Long Wharf was of the highest order and we all feel Charlie will succeed in his new work in the Canal Zone.

Mr. Earl Mills, former Notre Dame football star, has joined the Accounting Department staff at Long Wharf. We all hope that Earl will "crash the line" to success with us as he did in college.

The ball players at Boston are out in full force and New York had better look to its laurels. Under the able management of Howie Menadier, Boston looks forward to a clean slate when the season closes (after defeating New York). Howie will be assisted in his managerial duties by L. R. Temple, heretofore known as "Terrible Temp," former manager and captain of a star bowling team. Vin Kennedy will play against his old team-mates from New York this year. "Temp" is a staunch advocate of "fight" talks and this should prove to be a great incentive for the boys.

Rumors are about that Damián Romero, Spanish translator of the Freight Traffic Department, may be seen promenading through the Fenway (one of Boston's show places in the spring) any fine evening. Possibly the beautiful floral displays have proved to be an attraction to "Romey".

This is Arthur E. Neison, Junior, who is a REAL Accounting Department baby, his mother (Vesta Burnett) and father both being Accounting Department members. His proud daddy announces that he is now able to stand with the assistance of the furniture.

If "If's" Came True

If we could just remember, 'midst the rush of each busy day,
That a cheery word and a sunny smile are always sure to pay—
If we would never forget, as we come to work each morn,
That the fashion now is a *grin,* and that *frowns* are not being worn—
If we'd all forget to remember that things went wrong at home,
And just leave our cares at the doorstep until we are alone—
If we'd give the best there is in us, and try to cooperate,
And display a sweet disposition for our fellow-worker's sake—
If we'd smile at each difficult duty, and be ready at least to try,
And be willing to do what's given us, without ever asking why—
If we'd each live up to these little IF's and make them all come true,
Methinks our office would be a happier place, now truthfully, don't you?

—Laura M. Ryder
—General Office

Who's Who in Philadelphia

"TWO Watt" Everett was born on February 18, 1902 *and christened Joseph Leroy Everett. He entered the service of the Fruit Dispatch Company on June* 15, 1925 *at Buffalo, in the Messenger and Weighing Department. On December* 27, 1925 *he was transferred to Pitcairn, Pa., where he enjoyed only a brief stay, coming to Philadelphia on January* 12, 1926, *and he has been here ever since. Mr. Everett is a member of the "Maple Crashers Tournament" mentioned in the April issue of Unifruitco.*

New Orleans

A THOROUGHLY enjoyable time was had by members and guests at the annual supper dance given by the Unifruitco Club of New Orleans at the Southern Yacht Club on the evening of April 27. Each member was privileged to bring one guest, and the card invitations were strictly personal. There was a large attendance, numbering something over 400, and all departments were well represented. The party was scheduled to last from 9 to 1, but as everybody was having such a good time when the band was about to play "Home Sweet Home," and as the morrow was Sunday, the musicians were prevailed upon to extend the time until 2:00 o'clock.

Each lady, on entering, was presented with a vanity case, which doubtless came in handy to many, especially those who essayed the "varsity hop, quite a strenuous dance for a warm night.

Mr. Cantrelle (of the Claim Department), the President of the Club, introduced the individual members of the Board of Governors and each, in turn, was given a big hand. Mr. Cantrelle read a letter from Mr. Ellis expressing regret that absence from the city prevented him from having the pleasure of attending, but that he would be with the party in spirit, and wishing everyone a merry time. This was received with hearty applause. Mr. Cantrelle proposed that a radiogram of thanks be sent to Mr. Ellis and the motion was unanimously approved.

Former President Burke was asked to present cups to the winners at the Unifruitco track meet which took place on April 21, and he did so in his usual happy style. The Club has a splendid athlete in the person of Leonard Enderle (Purchasing Department), who carried off most of the honors, winning first place in six and third place in one, out of thirteen events.

At the Southern Yacht Club, whose building extends out over the waters of Lake Pontchartrain, many of the city's prominent social affairs are held. The lake breezes make it an ideal place for dancing and its spacious floors accommodate a large crowd. The dance committee is to be congratulated on securing the Yacht Club for the dinner dance, and for the excellent and well-ordered arrangement of every detail of the evening's delightful entertainment, so greatly appreciated by all present.

An attractive emblem was recently presented to each member of the Unifruitco Club of New Orleans. It is of white gold, diamond shaped, and bears the house flag of The Great White Fleet, enameled in the center, with the name "Unifruitco Club of New Orleans" tastefully lettered around the four edges. The emblems were equipped with bar pin or button fasteners, according to the preference of the recipient.

An event of unusual interest to the employees at New Orleans, because of the popularity of both the contracting parties, was the wedding of Miss Winona R. Schultz, for the past several years employed in the Accounting Department, and Mr. Frederick H. Pupke, of the Traveling Auditor's staff, which took place in New Orleans on the morning of April 24. Miss Schultz, who was also Secretary of the Unifruitco Club, was a general favorite among her fellow-employees, and Mr. Pupke has made a fine impression on all with whom he has come in contact here, by reason of his uniform courtesy and amiability. Shortly after the marriage ceremony the happy couple sailed on the S.S. *Atenas* on their bridal tour.

Congratulations are offered to Mr. C. H. S. Bagot, the Company's Resident Messenger at Oklahoma City, Okla, who was married in that city on March 30 to Miss Cerena Claer, of Fort Worth, Tex. Mr. C. M. Booton, Cashier of the Oklahoma City Branch, acted as best man.

New York

Freight Traffic Department

THE Freight Traffic Department is glad to report that Mr. Harloe is now on the road to complete recovery.

In contravention to certain laws regarding speculative interest in future events, it is rumored that the daily number of runs made by big league teams is a matter of concern to several members of the Department.

The Freight Traffic Department will publish shortly a new wall map, which in addition to advertising our steamship and freight routes, is one of the last and most authoritative economic maps of Central America now in existence. This map should be of great service to any one interested in commerce and trade with Central America.

And speaking of maps, a freight moving picture is now projected, if not yet under "projection," and the question seems to be whether any "love interest" should be used in the story of transportation of freight. After the minstrel of May 16, we are sure that there is plenty of talent in the Department for such a picture.

For the next few months, several of the members will be away on educational trips. This policy has been taken advantage of by the Department, and in many cases suggestions made by employees on their return have been adopted with profit. Not only does the trip prove an excellent vacation, but it acquaints employees with our work in general, and therefore makes them better fitted for promotion or transfer.

Mr. C. S. Metzer, our Commercial Freight Agent, sailed Wednesday, May 8, on the S. S. *Santa Marta,* for a tour of Colombian ports.

Radio

IN the May issue we mentioned that William Ehmer (WE), former Chief Operator S. S. *Sixaola,* had left us to join the Pan American Airways, Inc. Before leaving Bill promised to drop us a line and tell us something of his new adventure. Having received this info., we thought it might be of interest to UNIFRUITCO readers:

"The first thing I want to say, or rather request, is that you will thank Joe Kirchman (Second Operator S. S. *Pastores*) for me. He stands a Good Watch, and when I say that I mean it.

"At present I am flying between Miami and Tela. All we carry on that run is mail. At Tela the mail is transferred to another plane for Panama. We fly in a Sikorsky Amphibian.

Yesterday, while crossing the Yucatan Channel at 9,000 feet, I wanted to shoot a message to the field at Miami. Conditions were not so good at that time and I couldn't get Joe. Anyway, he thought we were still fueling at Cozumel Island. It was about ten minutes after the hour so I knew a KUFC* Schedule was on so I listened in and heard the *Pastores* working Port Limon, waited until he got through, put my transmitter on 750 meters and gave Joe a shout. He came right back and I asked him if he could work WAX. 'Sure,' he replied. Funny part of it was he thought it was a steamer communicating with him, and when I came to the origin NC 8044, I sure had to laugh because I could imagine the surprise he was getting. Took good care and transmitted 'AIRLANE NC 8044.' When he got the message I then told him 'This is Ehmer, 73's Joe.' I guess he got some kick working a plane when he thought it was a ship. I know I would. I made a couple of skeds with him and he kept them all fine. Finally picked up the field again and worked through direct.

"Have worked several T. R. T. ships. The *San Bruno* relayed for me several trips ago. Also worked the *Iriona* last trip. I have regular skeds with Puerto Castilla and work our field at Miami right after the takeoff at Belize, which is pretty good distance, eh?

"Am taking a short trip over to Nassau tomorrow and the following day start for Tela again. I see BAY (Chief Operator Tela Station) every trip down there. He's out to the field so much they call him the Field Manager.

"We have lots of water to fly over the Tela run. You might tip some of the boys off when they are in the Yucatan Channel to listen carefully on skeds between 10:00 A. M. and 2:20 P. M. for pretty weak signals and they might pick up some relays from a plane for Miami."

We appreciate receiving this news, especially Mr. Ehmer's tribute to the efficiency of our ship operators in maintaining a Good Watch.

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*KUFC—Tropical Radio Telegraph Company call.

WAX—Tropical Radio Telegraph Company Station at Miami.

73's—Best regards.

"A job is something like an investment. The job holder, like the investor, must have patience. The average fellow fails because he lets go too soon."

Stewards Department

THE Stewards Department has to figure in advance its requirements on most items used on our ships. One of the most important where service is concerned is table linen. Due to the fact that the linen is specially woven for the UNITED FRUIT COMPANY, we have to place our orders several months in advance, and we have estimated that during 1930 we will require 50,000 Napkins and 10,000 Table Cloths.

The first shipment of Mexican Cantaloupes, California Cherries, Florida Watermelons and Texas Sweet Corn arrived in New York during the first week in May. After inspecting samples, these items were ordered for all passenger ships of the Great White Fleet sailing that week.

Our ships are also being supplied with Grapes from the Argentine, Potatoes from Bermuda, and the best fruits and vegetables obtainable at foreign ports of call.

We are now nearing the close of the Grapefruit season and in order to insure our ships having the best obtainable, Mr. M. J. Moynihan, Superintendent of the Stewards Department, has arranged to have set aside 100 cases of the best Florida Grapefruit.

Purchasing Department

IRVING MORRIS has returned from a trip to the San Francisco Division with glowing accounts of life on the coast. While there he placed orders for the canned goods requirements of our Tropical Divisions, making sure to obtain California's choicest.

Irving's innate diffidence and modesty is such that it was difficult to obtain any report on his trip for publication, but after considerable effort he was induced to talk at random on such miscellaneous topics as, asparagus cutting; Seal Rock; lack of bathing facilities at the Golden Gate; Telegraph Hill; cable cars on California Street; peach crop failure, due to exceptional frost; the relative merits of San Francisco's Chinatown compared to that of Los Angeles; and many other topics, all of which he may be persuaded to write at some future date.

Burlingame and San Mateo struck his fancy as residential towns. He tells us that it is possible to enjoy five or six of the latest talk-

ing movies in California for the price of one here in the East. We learn from an unimpeachable source that he did not pay a visit to Hollywood and while he will not explain his reasons we have a suspicion that it was through fear of being kidnaped and held prisoner there.

Our M & S Supervisor, Mr. J. W. Heim, is a regular commuter between this office and Pier 31, East River, where he has accumulated a surplus stock of pipe fittings and valves which have been returned by the Tropical Divisions for disposal. Any one making a visit there unexpectedly and seeing him at the Pier will wonder who the handsome boss plumber is. While at his desk all that any one has to do to bring him to with a start is to whisper "pipe fittings." He expects to be out of the trenches before Christmas.

Mr. Walter L. Long, our General Manager, is at present in the tropics, but up to the present we have received no reports as to the size of the fish caught by him.

The *Tivives* has brought back to our midst our ever-popular Merchandise Inspector, Mr. Howard Wing, who has just completed a swing around the tropics.

Our record commuter, Norman H. Kieb, who is generally to be found at his desk in all kinds of weather, was absent one day last month in the meritorious effort to save his house at Point Pleasant from being washed out to sea, in company with other summer cottages and bungalows during the recent storm and invasion of the sea, pictures of which have been shown in the current news reels at the leading theatres. However, we learn that by constant vigilance and with the aid of a bucket brigade the sea was turned back.

Research Department, Pier 15, *E. R.*
Tintypes
MR. E. C. CALKINS

ONE of the Old Guard of the banana business. Is very seldom seen without his hat on. Smokes continuously, varying between pipe and cigars, but no cigarettes, as he hates to walk a mile, is not easily satisfied, and doesn't mind coughing. Among his hobbies are collecting rare prints, books and swizzle-sticks; sketching, and bookbinding. Has the most complete collection of swizzle-sticks this side of the Equator. Likes to stay late at the office

E. C. Calkins

and come down on Sundays. Eats pie for breakfast and crackers and milk for dinner. Has a weakness for sail and motor boats and will buy an old one just for the pleasure of tinkering with it. Is an expert swimmer, one of his pet tricks being under-water swimming. Once won a bet by remaining under water long enough to eat an entire apple. His friends call him "Doc," owing to his ability to diagnose an illness and recommend a cure. In fact, many of them like to have him check up on their regular physicians. When asked what his pet aversion is he answered, "Young men asking foolish questions."

EDITOR'S NOTE:—Our biographer neglected to mention the fact that in addition to his other talents, "Doc" is a poet of no mean proportions. An example of his verse is the following, which has just been received for publication in this issue:

Luncheon Time at Pier 15

Regina fair with regal air
Doth stately tread on office stair,
Descends to find one man or more
To hold full wide the big front door.
Then royally she scans the street
Where two dense streams of traffic meet.

The trucks slow down, the taxis stop,
Although there is no traffic cop.
She does not even turn her head,
But marches 'cross with queenly tread.
O, would that I such presence had—
I have to dodge and run like mad!

"Doc"

Marine Department

MR. CHARLES PETERKIN joined the S. S. *Tivives* on May 8, as Chief Officer, having spent a pleasant vacation touring in the White Mountains of New Hampshire.

The many friends of Mr. J. W. Chambers, Third Officer S. S. *Metapan,* will be glad to learn that he has recovered from his recent illness and will probably be ready for service again on the next sailing of the vessel.

Mr. Bertie Ross, Chief Officer S. S. *Macabi,* was married to Miss Kathleen Rutherford of Belfast, Ireland, on Thursday evening, May 9, at the Madison Avenue Presbyterian Church, 73rd Street, New York City. The bridesmaid was Miss Violet Grant, sister of Mr. Hector Grant, Second Officer S.S. *Calamares,* who acted as best man. The wedding party was held at the Hotel Astor and the bride and groom left for Atlantic City for their honeymoon.

We extend a hearty welcome to Mr. A. Comtabad, formerly of the Fruit Dispatch Company General Office, who has been assigned to the Superintending Engineer's Office to replace Mr. John Morris who has been transferred to the Credit Department of the Fruit Dispatch Company. For the information of the girls at "17," John is heart whole and fancy free.

We extend our deepest sympathy to Captain D. H. Young, Superintendent New Construction, in the loss of his wife.

Accounting Department

MISS HELEN KELLEHER was seen walking around the office balancing an inkwell on two penholders. Nothing queer at all, as we believe she was just practicing for the egg race at the Company's outing, which she generally manages to win.

While on the subject of races, we want everyone to know it was our good fortune to see Dora Fernandez in a sprint at the corridor of 75 West Street with one of our other "actress-stenographers," Julienne Martin. One has to know Dora to appreciate the significance of this unusual effort on her part.

Mr. E. V. Snow, Accountant at Philadelphia Division, recently paid us a visit. We interviewed Mr. Snow with the hope of obtaining some worth while message for his many friends in this Division. With reference to the purpose of his visit Mr. Snow said he had a few spare hours and thought it would be a good idea to drop in at the New York Division and straighten things out. This statement, while not very elaborate, convinces us that Mr. Snow still retains his keen sense of humor, despite the fact that he has been living at Philadelphia during the past few years.

William J. Kulber of the Material Bureau is our latest contribution to the matrimonial forces. He was married on April 7 to Miss Tessie Navikas. We extend to the newly married couple our heartiest congratulations.

We were pleased to see Joseph F. Campbell, Purser, return after his recent illness. Joe looks the same to us without his appendix as he did with it.

Bill Douglas, formerly Chief Clerk, Havana Division, but now attached to the General Office Staff, was one of our recent visitors. Someone must have told Bill that New York is a dangerous city because he had his "big" brother with him as a body-guard.

Passenger Traffic Department
Notables and ships on which they sailed:

S. S. *Santa Marta* from New York April 10—Mr. R. O'Neill, of the Industrial Film Service, Boston, and sister, en route to Kingston.

S. S. *Calamares* from New York April 13—Mr. C. R. McDonald, Assistant to President, Missouri-Kansas-Texas Railroad, and wife, for Costa Rican Cruise. Dr. R. J. Alfaro, Panaman Minister to the United States, en route to Cristobal.

S. S. *Tivives* from New York April 15—Mr. A. Geissler, American Minister to Guatemala, en route to Barrios.

S. S. *Matapan* from New York April 17—Mr. R. Clark, Manager of the Corn Exchange Bank, New York, and wife, en route to Kingston. The Misses C. and M. Connolly, sisters of Mr. A. F. Connolly, Chief Clerk of our Boston Ticket Office, for the Kingston Tour. Mr. M. M. Marsh, Division Manager, UNITED FRUIT COMPANY at Port Limon, C. R., en route to Cristobal. Mr. M. Mulligan, Superintendent of the Lehigh Valley Railroad, Easton, Pa., en route to Cristobal. Mr. J. J. McGovern, Assistant Attorney, UNITED

FRUIT COMPANY, Boston, en route to Santa Marta. Mrs. A. B. Herrick, wife of Dr. Herrick, head of the Herrick Clinic, Ancon, C. Z., en route to Cristobal.

S. S. *Pastores* from New York April 20—Mr. B. Brobst, Manager of the Hotel Imperial, New York, and wife, en route to Cristobal. Mr. A. Quinsada, Vice Consul of Panama at New York, en route to Cristobal.

S. S. *Sixaola* from New York April 24—Mr. C. A. Bodwell, Representative of the U. S. Machinery Corporation, Boston, en route to Puerto Colombia. Mrs. F. W. Kastner and two children, family of Mr. Kastner, Advertising Manager of the Fruit Dispatch Company, New York, en route to Kingston. Mr. P. R. Little, one of the owners of the Little Building, Boston, en route to Kingston. Mr. T. S. Knight, Division Manager, General Electric Company, Boston, en route to Kingston.

S. S. *Zacapa* from New York May 1—Rear Admiral E. H. Campbell and wife en route to Cristobal. Mr. A. Merritt, Editor of *The American Weekly,* for the Colombian Cruise.

S. S. *Toloa* from New York May 4—Dr. R. Altunaga, Counsellor of the Cuban Embassy, Washington, D. C., and family, enroute to Havana. Mr. J. L. Cardona, Representative of Cudahy Bros. Company, en route to Havana. Mr. A. R. Lewis and Mr. George Walford, President and Vice President of the American & Cuban Steamship Company, en route to Havana.

Notables and ships on which they arrived:

S. S. *Calamares* arrived April 7—General Logan Feland, Marine Corps, and wife, en route from Cristobal.

S. S. *Metapan* arrived April 11—Major William Rhodes, United States Army, en route from Kingston.

S. S. *Pastores* arrived April 14—Judge William Loring, en route from Cristobal. Mr. Augusto Merchan, Cuban Consul General at New York, and wife, en route from Cristobal.

S. S. *Ulua* arrived April 21—Honorable Roy Davis, American Minister to Costa Rica, en route from Port Limon; also Dr. Ricardo Castro, en route from Port Limon. Mr. G. E. Kimball, Assistant Solicitor, Boston & Maine Railway, and wife, en route from Havana.

S. S. *Carrillo* arrived April 23—Mr. Winfield Scott, American Vice Consul at Puerto Castilla, and wife, en route from that port.

S. S. *Toloa* arrived April 28—Mr. Walter Eddy, official of Federal Reserve Bank, Washington, D. C., and wife, en route from Havana.

S. S. *Calamares* arrived May 5—Mr. Juan Bruno Zayas, Commercial Attache, Cuban Legation, Paris, France, accompanied by Mrs. Zayas; Mr. Edwin Mordant, Assistant Manager, Sevilla Biltmore Hotel, Havana. Mrs. Chas. M. Echeverria, wife of City Passenger Agent, UNITED FRUIT COMPANY, Havana, and son Charles, Jr. Mr. L. W. Udell, Treasurer, United Fruit Company, Boston, en route from Port Limon. Mr. Minor C. Keith, Chairman of the Board, International Railways of Central America, en route from Cristobal. Rear Admiral Harley Christy, United States Navy, formerly in charge of Naval Affairs in Central America.

S. S. *Tivives* arrived May 7—General Enrique Aris of Guatemala, en route from Puerto Barrios; Mr. Hartley Rowe, Vice President, UNITED FRUIT COMPANY, and wife, en route from Puerto Barrios.

Fruit Dispatch—New Employees

Cashiers: Lewis M. Herndon, Atlanta, Ga., E. J. Gilmore, Jacksonville, Fla., Joseph H. Roddy, St. Louis, Mo., Irving Roth, Albany, N. Y.

Assistant Cashier: Fred H. Miller, El Paso, Tex.

Stenographers: Guy M. Board, Galveston, Tex., W. L. Delery, New Orleans, La.

Clerk: M. C. Enright, Traffic Department, New Orleans, La.

Messengers: New York, N. Y.—Richard J. Wilson, Clement A. Byrne, William Adams, James B. Upton, George W. Montgomery, Buffalo, N. Y.—Stewart V. Ridge, Edward J. Miller, Thomas A. Lyman, Amos J. Guest, Jr., Paul J. Burns, Walter F. Zipp, Peter P. Dewes, John B. Galletly, Emmett J. Selden, Irving S. Whalen. Cleveland, Ohio—Paul L. White. Albany, N. Y.—Wilbur Paul. Philadelphia, Pa.—Joseph L. Green, Clarence J. Earnst. Baltimore, Md.—Edward T. Bremer, Clyde H. Pewterbaugh. New Orleans, La.—Dave Pichetto, Emile J. Kennedy, George Calvert, Joe E. Arnett, Wilbur B. Roberts. Mounds, Ill.—D. M. Milster.

The radio has put oratory on the same basis as reading—listeners are no longer under obligation to be bored.

New York Gives Musical Revue

UNIFRUITCO *Club Stages Show and Dance*

"THEIR Dress Rehearsal" was staged by the Unifruitco Club of New York on the evening of May 16 with costume brevities and a finished performance which completely belied the title. The Knights of Columbus Auditorium was filled with 700 members of the New York Division who turned out to enjoy the show and dancing afterwards.

In making a success of the Revue, we wish to credit Mr. Fred J. Maguire, Director, who coached the cast; and Mr. John F. Grahame who wrote the book in addition to taking an active part in the show. Hubie Magee, as Stage Manager, was all over the place, singing, dancing and leading out for encores performers whose acts met with continued applause.

The "rehearsal" began when Hubie arrived on the stage and from then on:.... "Hello Everybody"...."Down Among the Sugar Cane" by Jean O'Neill....John Grahame "Laffing Olaff's Head Off"....The Renwick Sisters with perfect time in Modernistic and Futuristic....Edna Oakley Morris dimming the footlights with "I Wanna Be Bad" and John Deveau giving an appealing rendition of "My Mother's Eyes."

"Frankness" and "Liars are Liars," two comedy skits, both treated the theme of doubtful veracity and polite hypocricy, without benefit of prohibition.

Vera Harrison captured all hearts with her Novelty Toe and Tap Dances....Florence Moretti scored applause with "Lover Come Back to Me"....Bert Tonkinson did a Character Specialty as a musical tramp.... Dot Jewett induced a converse desire on the part of the audience with "Button Up Your Overcoat"...."I'm in Love with You, Honey" by Peggy Reid....The Unifruitco Gambol by Euphemia Woodnough.

An especially appealing number was the "Dance of the Paper Dolls" by our boys and girls, and finally "good-bye" by the entire cast.

"Good-bye" for the evening, however, was not said for some hours after the end of the show, since most of the members remained on the floor dancing until a late hour.

Mr. W. H. Fielding, Wharf Superintendent at New Orleans, has suggested the following axioms:

Whispering—detrimental—time and money lost to any corporation.

Cooperation—progress and profits to all corporations.

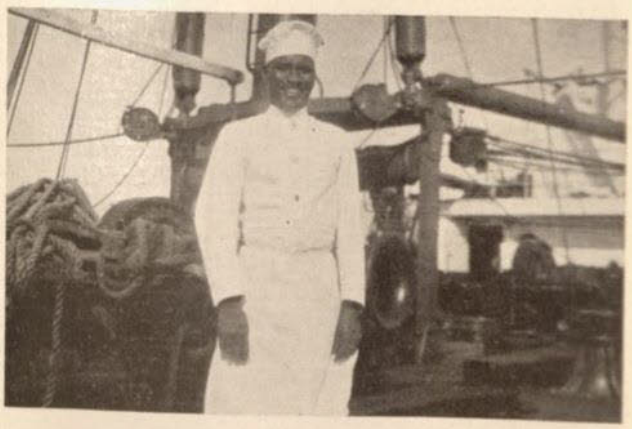
READERS of UNIFRUITCO will be interested to learn that Captain George H. Grant of the S.S. *San Blas,* whose articles have appeared in UNIFRUITCO and other publications, has recently sold a story to the *Atlantic Monthly.*

The good news came to us from Mr. William McFee, who writes:

"I am awfully pleased. You may not know it, but I guess the Great White Fleet is the only one which has supplied the *Atlantic* with two contributors."

Mr. McFee suggested that we mention this in the magazine, as he felt that not only would it interest our readers, but the notice would please Mrs. Grant.

This snapshot of Zechariah G. Williams, chef of the S. S. "San Benito," was sent by Mr. Gooch, who tells us that Mr. Williams has the distinction of preparing and serving the best New England boiled dinner on the Great White Fleet. Briefly, this culinary expert's biography is as follows: Born, St. Kitts, B. W. I., 1884. Started going to sea at 15 years of age. First joined the United Fruit Company in 1919. He served since 1927 first as Second Cook and later as Chief Cook aboard the "San Benito."



UNIFRUITCO

July
1929

Vol. IV
No. 12

M. E. Schoen
Editor

Minor C. Keith, Pioneer and Nation Builder, Dies

Me! Traveling Banana! Part I—Chapter II
The Vagabond Club
Markets and Maidens in Habana
By WILLIAM McFEE

New Orleans-Guatemala-Salvador Good Will Mission
By CRAWFORD H. ELLIS

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From Little Red Note-Books at Banes
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Steamship Versus Railroad Solicitation
By C. M. KNOWLES

Tales of the Great White Fleet
The Cartago, Santa Marta, and Carrillo Classes of "5,000 ton" ships

Published Monthly by United Fruit Company

For Employees in all Branches of its Service

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